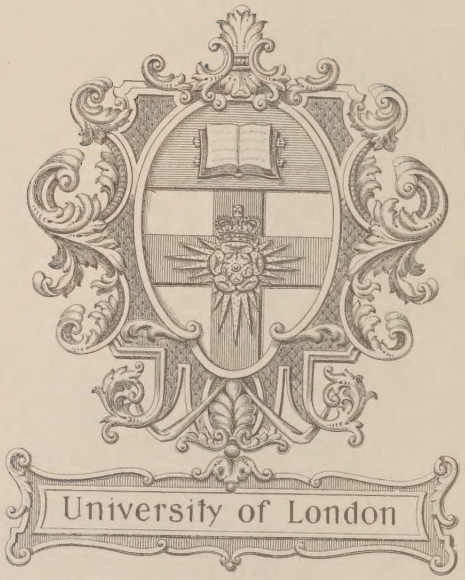
University of London

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ACCOUNTS AND PAPERS:

TWENTY-NINE VOLUMES.

—(21.)—

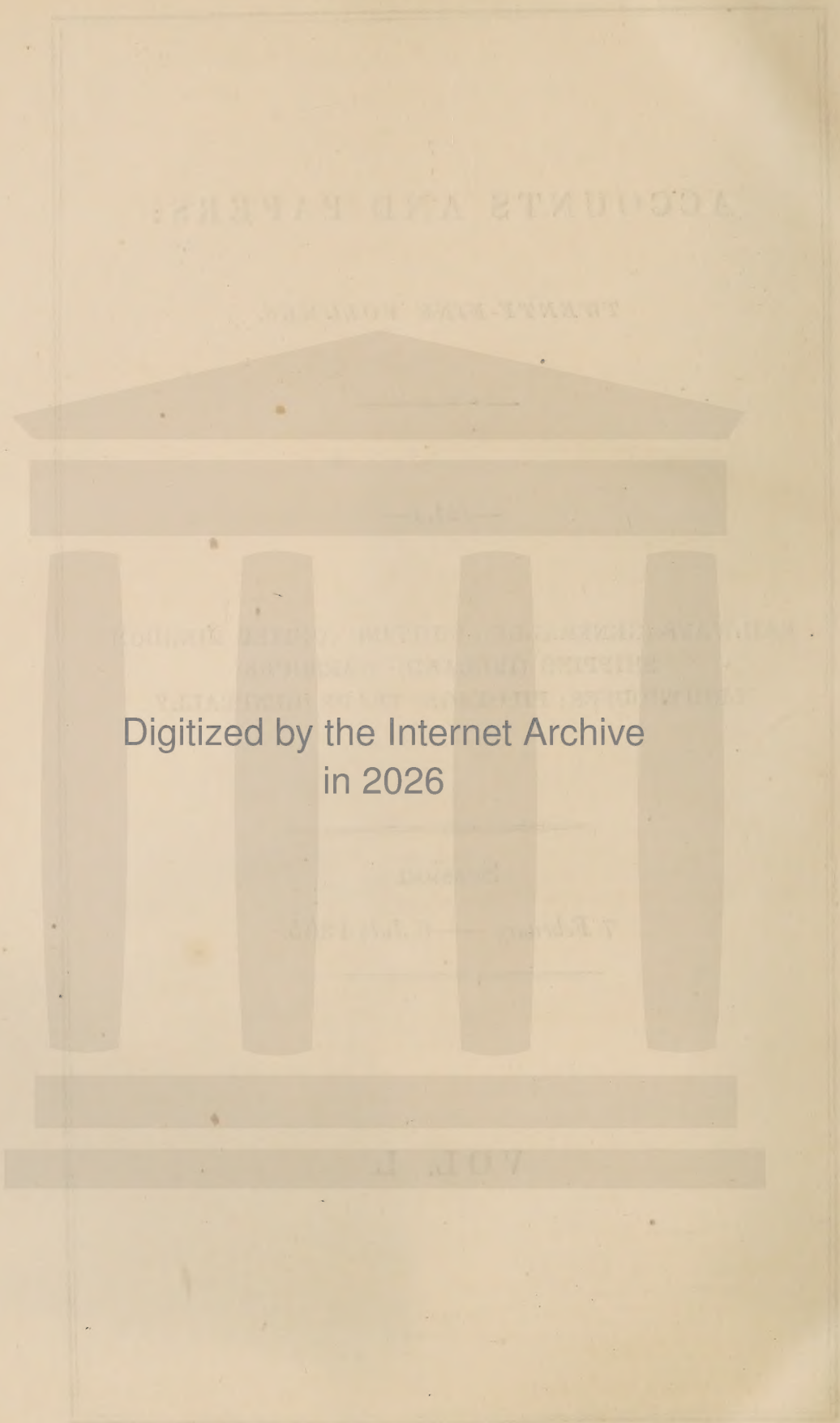
RAILWAYS (GENERALLY); SHIPPING (UNITED KINGDOM);
SHIPPING (IRELAND); HARBOURS;
LIGHTHOUSES; PILOTAGE; TRADE (GENERALLY).

Session

7 February —— *6 July* 1865.

VOL. L.

1865.



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ACCOUNTS AND PAPERS:

1865.

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RAILWAY, &c. BILLS.

RETURN to an Order of the Honourable The House of Commons, dated 22 March 1865;—*for*,

RETURN "of the Amount of CAPITAL in SHARES and by LOANS, respectively, proposed to be raised by the RAILWAY and other BILLS brought before PARLIAMENT in the present Session, and the Aggregate Amount of such CAPITALS and LOANS."

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loan.	TOTAL.
	£.	£.	£.
1. Aberdeenshire Roads	—	—	—
2. Abergavenny and Monmouth Railway	150,000	49,900	199,900
3. Aberystwith and Welsh Coast Railway	120,000	40,000	160,000
4. Aberystwith and Welsh Coast Railway (Steamboats)	50,000	16,600	66,600
5. Aboyne and Braemar Railway	160,000	53,300	213,300
6. Acton and Brentford Railway	90,000	30,000	120,000
7. Acton and Twickenham Railway	200,000	66,600	266,600
8. Afon Valley Railway	138,000	46,000	184,000
9. Agra and Masterman's Bank	—	—	—
10. Alcester, Stratford-upon-Avon and Warwick Junction Railway	60,000	20,000	80,000
11. Alexandra (Newport) Docks	600,000	200,000	800,000
12. Althorpe-on-Trent and Lincoln Railway	450,000	150,000	600,000
13. Amman Valley Railway	40,000	13,000	53,000
14. Andover, Hungerford and Farringdon Railway	500,000	166,600	666,600
15. Ashby-de-la-Zouch and Nuneaton Railway	300,000	100,000	400,000
16. Assam Company	-	166,600	166,600
17. Athenry and Ennis Junction Railway	30,000	10,000	40,000
18. Aylesbury and Buckingham Railway	130,000	43,300	173,300
19. Ayr and Douglas Junction Railway	360,000	120,000	480,000
20. Ayr Water	15,000	10,000	25,000
21. Balham and Brixton Junction Railway	200,000	66,000	266,000
22. Banbridge Extension Railway	175,000	58,000	233,000
23. Banbury Water	40,000	10,000	50,000
24. Bangor and Llanberis Direct Railway	90,000	30,000	120,000
25. Banstead Downs	—	—	—
26. Barnet, Hendon, Hampstead and London Railway	400,000	133,000	533,000
27. Barnsley, Ackworth and Pontefract Railway	225,000	75,000	300,000
28. Barnstaple Roads	-	8,700	8,700
29. Barry Railway	70,000	23,000	93,000
30. Bath Gas	65,000	-	65,000
31. Beaconsfield and Redhill Road	—	—	—
32. Beaminster Railway	150,000	50,000	200,000
33. Beddgelert Railway	100,000	33,300	133,300
34. Bedford, Northampton and Leamington Railway	680,000	226,000	906,000
35. Bedford, Northampton and Weedon Railway	500,000	166,000	666,000
36. Belfast Borough	—	—	—
37. Belfast Central Railway	-	30,000	30,000
38. Belfast Corporation Reform	-	50,000	50,000
39. Belfast and County Down, and Belfast, Holywood and Bangor Railway Companies.	150,000	50,000	200,000
40. Belfast Gas	94,000	25,000	119,000
41. Belfast New Streets	100,000	25,000	125,000
42. Belfast Water	-	150,000	150,000
43. Bembridge Railway, Tramway and Pier	16,000	5,300	21,300
44. Birkenhead and Liverpool Railway	650,000	216,000	866,000
45. Birmingham Water	280,000	70,000	350,000
46. Birstal Gas	40,000	15,000	55,000
47. Bishop's Castle Railway (Chirbury to Minsterley)	100,000	33,000	133,000
48. Bishop's Castle Railway (Deviations, &c.)	90,000	30,000	120,000
49. Bishop's Castle Railway (Extensions to Craven Arms, &c.)	40,000	13,000	53,000
50. Bishop's Castle Railway (Wenlock Extension)	120,000	40,000	160,000
51. Blackpool and Layton-with-Warbrick Improvement	—	—	—
52. Blackwall, Greenwich and Woolwich Railway	1,000,000	333,000	1,333,000
53. Blane Valley Railway	25,000	8,330	33,330
54. Blaydon Gas	10,000	2,500	12,500
55. Bodmin and Wadebridge Railway	75,000	25,000	100,000
56. Bodmin Railway	25,000	8,330	33,330
57. Bolton Improvement	—	—	—
58. Bourton, Chipping Norton and Banbury Railway	260,000	86,600	346,600

	Title of Bill.	Proposed Capital.		
		By Shares.	By Loan.	Total.
		£.	£.	£.
59.	Brading, Newport, and Yarmouth Railway	170,000	56,000	226,000
60.	Bray and Enniskerry Railway	30,000	10,000	40,000
61.	Brean Down Harbour Railway	51,000	17,000	68,000
62.	Brecon and Llandovery Junction Railway	—	—	—
63.	Brecon and Merthyr Tydfil Junction Railway (Amalgamation)	355,000	—	355,000
64.	Brecon and Merthyr Tydfil Junction Railway (Various Powers)	341,000	113,600	454,600
65.	Bridport, Lyme Regis, and Axminster Railway	360,000	120,000	480,000
66.	Brierley Hill Gas	46,650	15,000	61,650
67.	Brighton Central Railway	600,000	200,000	800,000
68.	Brighton, Hove and Preston Constant Service Water	80,000	20,000	100,000
69.	Bristol Docks	—	230,000	230,000
70.	Bristol and Exeter Railway	170,000	56,000	226,000
71.	Bristol and Exeter, and Devon and Somerset Railways	100,000	—	100,000
72.	Bristol Joint Station	—	—	—
73.	Bristol and North Somerset Railway (Bristol and Bath Lines)	165,000	55,000	220,000
74.	Bristol and North Somerset Railway (Southern Extension)	300,000	100,000	400,000
75.	Bristol Port, Railway and Pier	—	—	—
76.	Bristol Water	80,000	20,000	100,000
77.	Brokers' Bonds and Rents	—	—	—
78.	Bromley Gas	—	—	—
79.	Brynmawr, Blaenafon, and Pontypool Railway	200,000	66,600	266,600
80.	Buckfastleigh, Totnes, and South Devon Railway	48,000	16,000	64,000
81.	Bude Canal and Launceston Junction Railway	20,000	6,600	26,600
82.	Burnham Tidal Harbour	225,000	75,000	300,000
83.	Burnley Market	45,000	15,000	60,000
84.	Burton-upon-Trent Connection Railways	—	—	—
85.	Burton-upon-Trent and Nottingham Railway	600,000	200,000	800,000
86.	Burton-upon-Trent Railways	—	—	—
87.	Bury St. Edmunds and Thetford Railway	120,000	40,000	160,000
88.	Busby Railway	45,000	15,000	60,000
89.	Bute Docks, Cardiff (No. 1)	—	—	—
90.	Bute Docks, Cardiff (No. 2)	—	—	—
91.	Caledonian Railway (Additional Powers)	285,000	95,000	380,000
92.	Caledonian Railway (Balerno and Penicuick Branches)	335,000	111,600	446,600
93.	Caledonian Railway (Barrhead and Paisley Branches, &c.)	150,000	50,000	200,000
94.	Caledonian Railway (Branch to Dumfries and Lockerby Railway)	110,000	36,600	146,600
95.	Caledonian Railway (Cleland and Mid-Calder Railway and Branches).	450,000	150,000	600,000
96.	Caledonian Railway (Corstorphine and Bangholm Junctions)	60,000	20,000	80,000
97.	Caledonian Railway (Glasgow South Side Railways, &c.)	350,000	116,600	466,600
98.	Caledonian Railway (Muirkirk and Glespin Branches)	180,000	60,000	240,000
99.	Caledonian and Scottish Central Railway Companies	—	—	—
100.	Callander and Oban Railway	600,000	200,000	800,000
101.	Callington and East Cornwall Railway	100,000	33,000	133,000
102.	Callington and Saltash Railway	100,000	33,000	133,000
103.	Cambrian Railways (Aberystwith and Welsh Coast Railway Amalgamation).	—	—	—
104.	Cambrian Railways (Additional Powers)	—	—	—
105.	Cambrian Railways (Coast Extension)	110,000	36,660	146,660
106.	Cambrian Railways (Steamboats)	50,000	16,660	66,660
107.	Carmarthen and Cardigan Railway (Branches)	70,000	23,000	93,000
108.	Carmarthen and Cardigan Railway (Capital)	—	—	—
109.	Carmarthenshire Railway	—	—	—
110.	Carnarvon, Beddgelert, and Port Madoc, &c. Direct Rail	450,000	150,000	600,000
111.	Carnarvon and Llanberis Railway	138,000	46,000	184,000
112.	Carnarvon New Water	—	15,000	15,000
113.	Carnarvonshire Railway	—	—	—
114.	Central Wales and Staffordshire Junction Railway	600,000	200,000	800,000
115.	Cheltenham and Gloucestershire Water	135,000	45,000	180,000
116.	Cheltenham Water	93,000	23,000	116,000
117.	Cheshire Lines	—	—	—
118.	Chesterfield, Newbold, and Dunstone Road	—	—	—
119.	Chesterfield Water and Gas	27,000	9,000	36,000
120.	Chester and West Cheshire Junction Railway	150,000	50,000	200,000
121.	Chichester and Midhurst Railway	180,000	60,000	240,000
122.	Chichester Water	10,000	2,500	12,500
123.	Chipping Norton, Banbury, and East and West Junction Railway	300,000	100,000	400,000
124.	Clitheroe and West Riding Junction Railway	150,000	50,000	200,000
125.	Clonmel, Lismore, and Dungarvan Railway	300,000	100,000	400,000
126.	Colne Valley and Halstead Railway	40,000	13,300	53,300
127.	Comber and Grey Abbey Railway	120,000	40,000	160,000
128.	Commercial Gas Company of Ireland (Dublin Gas)	150,000	—	150,000

Title of Bill.	Proposed Capital.		
	By Shares.	By Loan.	Total.
	£.	£.	£.
129. Commercial Gas Company of Ireland (Kingstown Gas)	—	—	—
130. Connah's Quay Railways and Docks	390,00	130,000	520,000
131. Contract Corporation	—	—	—
132. Cork and Limerick Direct Railway	—	—	—
133. Corwen and Bala and Bala and Dolgelly Railways	—	—	—
134. County Antrim and Belfast Borough	—	—	—
135. Courtown Railway	30,000	10,000	40,000
136. Coventry Central Station and Southam Junction Railway	200,000	66,600	266,600
137. Crays Gas	—	—	—
138. Crieff and Comrie Railway	40,000	13,300	53,300
139. Crieff Junction and Scottish Central Railway Companies	7,000	2,300	9,300
140. Croesor and Portmadoc Railway	25,000	8,330	33,330
141. Crofthead and Kilmarnock Extension Railway	240,000	80,000	320,000
142. Cromford and Belper Road	—	—	—
143. Crystal Palace District Gas	100,000	25,000	125,000
144. Crystal Palace New Railways	400,000	133,000	533,000
145. Deal and Dover Railway	150,000	50,000	200,000
146. Dee and Mersey Junction Railway	225,000	75,000	300,000
147. Delabole and Boscastle Railway	100,000	33,300	133,300
148. Denbigh, Ruthin and Corwen Railway	30,000	10,000	40,000
149. Devon and Somerset Railway (Extensions)	30,000	10,000	40,000
150. Devon and Somerset Railway (Ilfracombe Harbour)	100,000	33,300	133,300
151. Devon and Somerset Railway (Ilfracombe Railway)	105,000	35,000	140,000
152. Dewsbury, Batley, and Heckmondwike Water	- -	90,000	90,000
153. Dingwall and Skye Railway	450,000	150,000	600,000
154. Dorking Water	20,000	10,000	30,000
155. Douglas and Dolphinton Railway	170,000	56,660	226,660
156. Dover, Deal, and Sandwich Railway	110,000	36,600	146,600
157. Downham, Stoke Ferry, and Brandon Railway	180,000	60,000	240,000
158. Downpatrick and Newry Railway	—	—	—
159. Drayton Junction Railway	75,000	25,000	100,000
160. Drighlington and Gildersome Gas	35,000	15,000	50,000
161. Dublin and Antrim Junction Railway	—	—	—
162. Dublin, Clontarf, and Dollymount Tramway	12,000	4,000	16,000
163. Dublin and Drogheda and Dublin and Belfast Junction Railways	—	—	—
164. Dublin Metropolitan Junction Railway	400,000	133,000	533,000
165. Dublin Port (Tramways)	- -	25,000	25,000
166. Dublin, Rathmines, Rathgar, &c. Railway	200,000	66,000	266,000
167. Dublin South Suburban Railway	370,000	123,000	493,000
168. Dublin Trunk Connecting Railway (City Extension)	150,000	50,000	200,000
169. Dublin Trunk Connecting Railway (Deviation, &c.)	24,000	8,000	32,000
170. Dublin, Wicklow, and Wexford Railway	150,000	50,000	200,000
171. Dumfries, Lochmaben, and Lockerby Junction, and Caledonian Railway Companies.	—	—	—
172. Dumfriesshire Roads	—	—	—
173. Dunblane, Doune, and Callander, and Scottish Central Railway Companies.	—	—	—
174. Dundee Gas	15,000	3,750	18,750
175. Dundee Roads and Streets	- -	10,000	10,000
176. Dundrum, Foxrock, and Kingstown Junction Railway	50,000	16,600	66,600
177. East Essex Railway	40,000	13,300	53,300
178. East Gloucestershire and Wiltshire Railway	200,000	66,600	266,600
179. East London Railway	1,400,000	466,600	1,866,600
180. East Somerset and Cheddar Valley Junction Railway	15,000	5,000	20,000
181. East Somerset Extension Railways	150,000	50,000	200,000
182. East Surrey Railway	220,000	73,330	293,330
183. East Usk Railway and Docks	600,000	200,000	800,000
184. East and West Junction Railway	350,000	116,000	466,000
185. East and West Yorkshire Union Railway	500,000	166,000	666,000
186. Ebbw Vale, Tredegar, and Sirhowy Water	30,000	7,500	37,500
187. Ebbw Valley and Cardiff Junction Railway	144,000	48,000	192,000
188. Edgware, Highgate, and London Railway	105,000	35,000	140,000
189. Edinburgh and Glasgow and Monkland Railway Companies	—	—	—
190. Edinburgh and Glasgow Railway (No. 1)	470,000	73,330	543,330
191. Edinburgh and Glasgow Railway (No. 2)	280,000	93,000	373,000
192. Edinburgh and Glasgow Railway (No. 3)	100,000	33,300	133,300
193. Edinburgh Merchant Company	—	—	—
194. Edinburgh Union Railways	250,000	83,000	333,000
195. Ely, Haddenham, and Sutton Railway	66,000	22,000	88,000
196. Ely and Ogmore Valleys Junction Railway	36,000	12,000	48,000
197. Enniskillen, Bundoran, and Sligo Railway	100,000	33,300	133,300
198. Esk Valley Railway	81,000	27,000	108,000

Title of Bill.	Proposed Capital.		
	By Shares.	By Loan.	Total.
	£.	£.	£.
199. Evesham and Redditch Railway	80,000	26,600	106,600
200. Exeter Gas (No. 1)	—	—	—
201. Exeter Gas (No. 2)	20,000	17,500	37,500
202. Exe Valley Railway	100,000	33,000	133,000
203. Exmouth Gas	3,000	1,500	4,500
204. Fareham Gas	9,045	4,500	13,545
205. Fareham and Netley Railway	105,000	35,000	140,000
206. Fergus River Navigation, &c.	—	—	—
207. Fermoy and Lismore Railway	94,000	31,000	125,000
208. Fishguard Bay Railway and Harbour	250,000	83,000	333,000
209. Folkestone Gas	24,000	9,000	33,000
210. Forcett Railway	30,000	10,000	40,000
211. Fulham Railway	285,000	95,000	380,000
212. Furness Railway	300,000	100,000	400,000
213. Furness and Yorkshire Union Railway	150,000	50,000	200,000
214. Gainsborough Water	10,000	2,500	12,500
215. Galway Water	—	—	—
216. Garth Quarry Railways	50,000	16,000	66,000
217. Gazeley Parish Division	—	—	—
218. General Terminus and Glasgow Harbour and Caledonian Railway Companies.	—	—	—
219. Girvan and Portpatrick Junction Railway	250,000	83,300	333,300
220. Glasgow Bridges	-	43,848	43,848
221. Glasgow City and Suburban Gas	—	—	—
222. Glasgow City Suburban and Harbour Railway	500,000	166,600	666,600
223. Glasgow (City) Union Railway	150,000	50,000	200,000
224. Glasgow Corporation Water	—	—	—
225. Glasgow Markets and Slaughterhouses	-	60,000	60,000
226. Glasgow New North Road, &c.	—	—	—
227. Glasgow and North Western Railway	300,000	100,000	400,000
228. Glasgow and South Western, Maybole and Girvan, &c. Railway Companies.	—	—	—
229. Glasgow and South Western Railway (Additional Powers)	210,000	70,000	280,000
230. Glasgow and South Western Railway (Ayrshire, &c. Lines)	550,000	183,300	733,300
231. Glasgow and South Western Railway (City of Glasgow Union)	250,000	-	250,000
232. Glasgow and South Western Railway (Kilmarnock Direct)	500,000	166,600	666,600
233. Glossop Water	-	30,000	30,000
234. Gomersal Gas	7,500	2,000	9,500
235. Goole, Keadby and Haxey Junction Railway	167,000	55,660	222,660
236. Gosport Gas	28,643	12,500	41,143
237. Governor and Company of Copper Miners in England	—	—	—
238. Gravesend Railway and Landing Stage	150,000	50,000	200,000
239. Great Eastern and London and Blackwall Railways	—	—	—
240. Great Eastern Railway (Additional Powers)	196,000	65,330	261,330
241. Great Eastern Railway (Bishop Stortford, &c. Railways)	30,000	-	30,000
242. Great Eastern Railway (Capital, &c.)	1,500,000	500,000	2,000,000
243. Great Eastern Railway (Somersham to Ramsey)	52,000	17,330	69,330
244. Great Northern, and Leeds, Bradford and Halifax Junction Railways Amalgamation.	—	—	—
245. Great Northern, and Manchester, Sheffield and Lincolnshire Railway Companies (Cheshire Lines, &c.)	250,000	82,000	332,000
246. Great Northern Railway (Hornsey and Hertford Branch)	650,000	216,000	866,000
247. Great Northern Railway (Junctions at Newark, &c.)	312,000	104,000	416,000
248. Great Northern (Sleaford to Bourn)	190,000	63,000	253,000
249. Great Northern and West Yorkshire Railways Amalgamation	—	—	—
250. Great Southern and Western Railway	—	—	—
251. Great Torrington Roads	-	5,000	5,000
252. Great Western Railway	300,000	100,000	400,000
253. Great Western and Surrey Docks Junction Railway	400,000	133,000	533,000
254. Great Yarmouth Borough, Haven and Port	-	99,000	99,000
255. Greenock Police and Improvement	-	70,000	70,000
256. Greenock Railway	300,000	100,000	400,000
257. Greenock Water	-	235,000	235,000
258. Greenwich and Woolwich Lower Road	—	—	—
259. Grosmont Turnpike Trust	—	—	—
260. Guisborough Improvement	-	5,000	5,000
261. Haddon and Bentley Road	—	—	—
262. Hadlow Railway	80,000	26,000	106,000
263. Halesowen and Bromsgrove Branch Railways	120,000	40,000	160,000
264. Halifax Extension and Improvement	-	27,000	27,000

Title of Bill.	Proposed Capital.		
	By Shares.	By Loan.	Total.
	£.	£.	£.
265. Hammersmith and City Railway	100,000	33,000	133,000
266. Ham Oyster Fishery	10,000	3,300	13,300
267. Hanley Gas	—	—	—
268. Hastings and St. Leonard's Gas	60,000	15,000	75,000
269. Havant, Hambledon, and Droxford Railway	150,000	50,000	200,000
270. Helston Roads	—	—	—
271. Hemel Hempsted, and London and North Western Railway	150,000	50,000	200,000
272. Herne Bay Fishery	—	—	—
273. Hexham and Allendale Railway	120,000	40,000	160,000
274. Heysham Railway and Pier	96,000	32,000	128,000
275. Highbridge Markets and Gas	—	—	—
276. Holderness Embankment and Reclamation	100,000	33,300	133,300
277. Holywell Railway	120,000	40,000	160,000
278. Hornsey and Kingsland Junction Railway	90,000	30,000	120,000
279. Horsforth Water	11,200	2,500	13,700
280. Hoylake Railway	90,000	30,000	120,000
281. Huddersfield and Halifax Railway	300,000	100,000	400,000
282. Hyde Park Gate Estate	—	—	—
283. Ilfracombe Railway	—	—	—
284. Imperial Gas	1,300,000	433,000	1,733,000
285. Inverness and Perth Junction, and Inverness and Aberdeen Junction Railway Companies.	—	—	—
286. Ipswich and Felixstow Railway (No. 1)	70,000	23,300	93,300
287. Ipswich and Felixstow Railway (No. 2)	100,000	33,000	133,000
288. Isle of Wight Ferry	35,000	11,600	46,600
289. Isle of Wight Railway	320,000	108,300	428,300
290. Isle of Wight Railway (Steamboats)	20,000	6,600	26,600
291. Kent Gas	100,000	33,333	133,333
292. Kidderminster, Stourport, and Bewdley Water	50,000	12,500	62,500
293. Kidwelly and Llanelly Canal and Tramroad	47,900	18,000	65,900
294. Kilrush and Kilkee Railway and Poulnasherry Reclamation	—	—	—
295. King's Cross, Islington, and Limehouse Railway	1,500,000	500,000	2,000,000
296. King's Lynn Docks and Railway	66,000	22,000	88,000
297. Kington and Eardisley Railway	—	—	—
298. Kirkcudbright Railway	12,000	4,000	16,000
299. Knutsford and Warrington Railway	200,000	26,600	226,600
300. Lakes Inagh, Derryclare, &c. Fisheries	—	—	—
301. Lanarkshire County Prison Board	-	40,000	40,000
302. Lancashire Union Railways	200,000	66,000	266,000
303. Lancashire and Yorkshire, and Great Eastern Junction Railway	1,333,000	444,280	1,777,280
304. Lancashire and Yorkshire, Midland, and Leeds, Bradford and Halifax Junction Railways.	340,000	113,000	453,000
305. Lancashire and Yorkshire Railway	140,000	46,000	186,000
306. Lancashire and Yorkshire Railway, and Lancashire Union Railways Companies.	—	—	—
307. Launceston, Bodmin, and Wadebridge Junction Railway	320,000	106,600	426,600
308. Launceston and Holsworthy Railway	100,000	33,300	133,300
309. Leamington Gas	70,000	15,000	85,000
310. Ledbury and Tewkesbury Railway	210,000	70,000	280,000
311. Leeds New Railway Station	200,000	66,666	266,666
312. Leeds, North Yorkshire, and Durham Railway	1,500,000	500,000	2,000,000
313. Leicester Lunatic Asylum and Improvement	-	37,200	37,200
314. Limerick Embankment and Reclamation	-	5,400	5,400
315. Limerick and North Kerry Junction Railway	130,000	43,300	173,300
316. Linlithgowshire Roads	—	—	—
317. Littleborough Gas	30,000	7,500	37,500
318. Liverpool Gunpowder Regulation, &c.	—	—	—
319. Liverpool Improvement	-	700,000	700,000
320. Liverpool Licensing	—	—	—
321. Liverpool United Gas	300,000	60,000	360,000
322. Llanelly Local Board of Health	-	40,000	40,000
323. Llanelly Railway and Dock	120,000	40,000	160,000
324. Llanelly Railway and Dock (Extension to Mumbles)	36,000	12,000	48,000
325. Llanfair Railway	33,000	11,000	44,000
326. Llantrissant and Taff Vale Junction Railway	45,000	15,000	60,000
327. London, Blackwall, and Millwall Extension Railway	350,000	116,000	466,000
328. London, Brighton, and South Coast Railway (Additional Powers)	90,000	30,000	120,000
329. London, Brighton, and South Coast Railway (St. Leonard's Line and Deviations).	300,000	100,000	400,000
330. London, Bucks, and East Gloucestershire Railway	900,000	300,000	1,200,000

Title of Bill.	Proposed Capital.		
	By Shares.	By Loan.	Total.
	£.	£.	£.
331. London, Chatham, and Dover, and London and South Western Railway Companies.	400,000	133,300	533,300
332. London, Chatham, and Dover Railway (No. 1)	110,000	- -	110,000
333. London, Chatham, and Dover Railway (No. 2)	—	—	—
334. London, Harrow, and Rickmansworth Railway	500,000	166,000	666,000
335. London and North Western Railway (New Works, &c.) [England and Scotland).	800,000	266,000	1,066,000
336. London and North Western Railway (New Works, &c.) [Wales and Ireland).	500,000	166,000	666,000
337. London and South Western Railway (Additional Powers)	652,500	217,460	869,960
338. London and South Western Railway (Kensington, &c.)	50,000	16,660	66,660
339. London and South Western Railway (New Lines in Surrey)	120,000	40,000	160,000
340. London and South Western Railway (Pirbright, Aldershot, and Farnham Junction).	160,000	53,330	213,330
341. London and South Western Railway (Torrington Extension)	80,000	26,666	106,666
342. London, Tilbury, and Southend Railway	—	—	—
343. London, Worcester, and South Wales Railway	320,000	106,600	426,600
344. Lostwithiel and Fowey Railway	—	—	—
345. Luddenden Valley Railway	22,000	7,300	29,300
346. Lugg Valley Railway	100,000	33,000	133,000
347. Luton Water	20,000	5,000	25,000
348. Lyme Regis and Chard Road Railway	130,000	43,300	173,300
349. Lyme Regis Junction Railway	120,000	40,000	160,000
350. Lymington River Improvement, &c.	20,000	5,000	25,000
351. Lynn and Sutton Bridge Railway	36,000	12,000	48,000
352. Macclesfield and Knutsford Railway	180,000	60,000	240,000
353. Manchester Central Station and Railway	750,000	250,000	1,000,000
354. Manchester and Cheadle Railway	135,000	45,000	180,000
355. Manchester Corporation Water	- -	100,000	100,000
356. Manchester Improvement	- -	100,000	100,000
357. Manchester and Milford Railway	15,300	5,100	20,400
358. Manchester, Sheffield, and Lincolnshire Railway (Extension, &c.)	750,000	250,000	1,000,000
359. Manchester, Sheffield, and Lincolnshire Railway (Purchase, &c.)	345,000	85,000	430,000
360. Manchester, Sheffield, and Lincolnshire Railway (Widening, &c.)	160,000	53,300	213,300
361. Manchester, Sheffield, and Lincolnshire Railway (Worksop to Mansfield).	270,000	90,000	360,000
362. Mansfield and Retford Railway	250,000	83,300	333,300
363. Mansfield and Worksop Road	—	—	—
364. Market Drayton Cattle Market	3,000	1,000	4,000
365. Maryport and Carlisle Railway	60,000	20,000	80,000
366. Maryport and Carlisle (Whitehaven Junction, &c.) Railways	—	—	—
367. Mayfield Railway	60,000	20,000	80,000
368. Mellis and Eye Railway	15,000	5,000	20,000
369. Mersey Docks and Harbour Board	—	—	—
370. Merthyr Tydfil Local Board of Health	- -	12,500	12,500
371. Metropolis Sewage and Essex Reclamation	3,000,000	1,000,000	4,000,000
372. Metropolitan District Railway	150,000	50,000	200,000
373. Metropolitan Hydraulic Power	—	—	—
374. Metropolitan Railway	—	—	—
375. Metropolitan and St. John's Wood Railway	200,000	66,000	266,000
376. Metropolitan and South London Railway	3,000,000	1,000,000	4,000,000
377. Middlesbrough Extension and Improvement	- -	10,000	10,000
378. Middlesex Industrial Schools	—	—	—
379. Midland Great Western Railway of Ireland (No. 1)	—	—	—
380. Midland Great Western Railway of Ireland (No. 2)	—	—	—
381. Midland Railway (Barnsley to Kirkburton)	420,000	140,000	560,000
382. Midland Railway (Mansfield, &c. Lines)	500,000	166,000	666,000
383. Midland Railway (New Lines, &c.)	1,000,000	333,000	1,333,000
384. Mid-Wales Railway (Eastern Extension)	120,000	40,000	160,000
385. Mid-Wales Railway (Western Extensions)	380,000	126,500	506,500
386. Mistley, Thorpe, and Walton Railway	—	—	—
387. Mold and Denbigh Junction Railway (Deviations)	100,000	33,000	133,000
388. Mold and Denbigh Junction Railway (Extensions)	280,000	93,000	373,000
389. Monkland Railways	93,000	31,000	124,000
390. Monmouth, Forest of Dean, and Standish Junction Railway	300,000	100,000	400,000
391. Monmouthshire Railway and Canal	200,000	50,000	250,000
392. Moretonhampstead and South Devon Railway	50,000	16,600	66,600
393. Moses Gate and Ringley Branch Road	- -	15,000	15,000
394. Mowddwy Railway	21,000	7,000	28,000
395. Mumbles Railway and Pier	144,000	48,000	192,000
396. Nantlle Railway	213,000	71,000	284,000
397. Navan and Kingscourt Railway	120,000	40,000	160,000

Title of Bill.	Proposed Capital.		
	By Shares.	By Loan.	Total.
	£.	£.	£.
398. Neath and Brecon Railway	600,000	200,000	800,000
399. Neath Water	11,500	2,800	14,300
400. New Brunswick and Canada Railway and Land Company	—	—	—
401. Newcastle-upon-Tyne Improvement	-	150,000	150,000
402. New Cross Roads	—	—	—
403. Newport Pagnell Railway	80,000	26,000	106,000
404. Newport and Usk Railway	138,000	46,000	184,000
405. Newtown Water	16,000	4,000	20,000
406. Newry and Greenore Railway	50,000	16,600	66,600
407. Northampton and Banbury Junction Railway (Deviation, &c.)	145,000	48,300	193,300
408. Northampton and Banbury Junction Railway (Extensions)	530,000	176,600	706,600
409. North British and Edinburgh and Glasgow Railway Companies	—	—	—
410. North British Railway (Additional Powers)	-	16,500	16,500
411. North British and Edinburgh and Glasgow (Bridge of Forth) Railways.	275,800	169,990	445,790
412. North British Railway (Carlisle Citadel Station Branch)	-	22,000	22,000
413. North British Railway (Edinburgh Station and Market)	—	—	—
414. North British Railway (Lasswade, &c. Branches)	-	65,000	65,000
415. North Eastern and Cleveland Railways	129,000	43,000	172,000
416. North Eastern Railway (Gilling, Helmsley, and Pickering Branch)	180,000	60,000	240,000
417. North Eastern Railway (Leeds Extension)	250,000	83,333	333,333
418. North Eastern Railway (Pelaw and other Branches)	320,000	106,666	426,666
419. Northern Assurance Company	—	—	—
420. North of England Union Railway	900,000	300,000	1,200,000
421. North Kent Railway	120,000	40,000	160,000
422. North London Railway	100,000	33,300	133,300
423. North London, Highgate, and Alexandra Park Railway	315,000	105,000	420,000
424. North Staffordshire Railway	300,000	100,000	400,000
425. North and South Wiltshire Junction Railway	270,000	90,000	360,000
426. North Surrey Railway	225,000	75,000	300,000
427. Ogmore Valley and Ely Valley Extension Railway Companies	—	—	—
428. Ogmore Valley Railways (No. 1)	160,000	53,300	213,300
429. Ogmore Valley Railways (No. 2)	153,000	51,000	204,000
430. Okehampton Railway (No. 1)	350,000	116,600	466,600
431. Okehampton Railway (No. 2)	600,000	200,000	800,000
432. Oldham Borough Improvement	-	240,000	240,000
433. Oswestry Local Board	-	30,000	30,000
434. Oxford Canal Navigation	—	—	—
435. Perth General Railway Station	15,000	5,000	20,000
436. Perth General Railway Station, Scottish Central, &c. Railway Companies.	-	13,000	13,000
437. Perth General Railway Station, Scottish Central, &c. Railway Companies (Station Hotel, &c.).	—	—	—
438. Peterborough, Wisbeach, and Sutton Railway	96,000	32,000	128,000
439. Piccadilly and Park Lane New Road	—	—	—
440. Plymouth and Dartmoor Railway	75,000	-	75,000
441. Pontypool, Caerleon, and Newport Railway	100,000	33,300	133,300
442. Poole and Bournemouth Railway	135,000	45,000	180,000
443. Port Glasgow Police and Water	—	—	—
444. Port Talbot Company	80,000	25,000	105,000
445. Preston Gas	180,000	45,000	225,000
446. Preston and Wyre Railway, Harbour, and Dock	24,000	6,000	30,000
447. Radnorshire Railways	430,000	143,300	573,300
448. Radstock and Bath Railway	140,000	46,600	186,600
449. Ramsbottom Gas	40,000	10,000	50,000
450. Rastrick Gas	15,000	5,250	20,250
451. Redhill Gas and Water	95,000	25,000	120,000
452. Regent's Canal (Limehouse Basin and Cut)	303,000	241,450	544,450
453. Rhyl and District Water	26,000	6,500	32,500
454. Richmond Gas	24,000	12,500	36,500
455. Rickmansworth, Amersham, and Chesham Railway	—	—	—
456. Ripon Local Board	-	18,000	18,000
457. Roach River Fishery	50,000	12,500	62,500
458. Rochester Oyster Fishery	—	—	—
459. Rossendale Union Gas	50,000	12,500	62,500
460. Ross and Forest of Dean Railway	120,000	40,000	160,000
461. Ross Improvement	-	8,000	8,000
462. Ross and Monmouth Railway	120,000	40,000	160,000
463. Runcorn, Weston, and Halton Water	30,000	7,500	37,500
464. Ryde Pier (Tramways)	25,000	8,999	33,999

Title of Bill.	Proposed Capital. By Shares.	By Loan.	Total.
	£.	£.	£.
465. Saint Alban's Water	12,000	3,000	15,000
466. Saint Clement Danes Improvement	—	—	—
467. Saint George's Parish (County of Gloucester)	—	—	—
468. Saint John's Chapel (Portsea)	-	500	500
469. Saint Philip and Jacob's Parish (Bristol)	—	—	—
470. Saint Stephen's Green (Dublin)	-	2,000	2,000
471. Saltash and Callington Railway	100,000	33,300	133,300
472. Saltcoats Harbour	-	1,680	1,680
473. Scarborough and Whitby Railway	275,000	91,600	366,600
474. School for the Indigent Blind Act Amendment	—	—	—
475. Scottish Drainage and Improvement	—	—	—
476. Scottish North Eastern Railway	25,000	8,300	33,300
477. Sevenoaks Railway	—	—	—
478. Severn Junction Railway	420,000	140,000	560,000
479. Sheffield Water	—	—	—
480. Shepard's Patent	—	—	—
481. Shirley and Freemantle Gas	36,000	9,000	45,000
482. Shrewsbury Bridges	17,000	5,000	22,000
483. Shrewsbury and North Wales Railway	100,000	33,000	133,000
484. Shrewsbury and Potteries Junction Railway	400,000	133,000	533,000
485. Sidmouth and Budleigh Salterton Railway	80,000	26,600	106,600
486. Sidmouth Railway and Harbour	—	—	—
487. Sirhowy Railway	40,000	13,300	53,300
488. Skipton, Wharfdale, and Leyburn Junction Railway	400,000	133,000	533,000
489. Solway Junction Railway	—	—	—
490. Southampton Corporation	-	50,000	50,000
491. Southampton Gas	60,000	15,000	75,000
492. Southampton and Isle of Wight Railway	70,000	23,300	93,300
493. Southampton, Shirley, and Woolston Gas	64,000	16,000	80,000
494. Southam Railway	—	—	—
495. South Devon Railway	225,000	75,000	300,000
496. South Eastern Railway	905,000	301,600	1,206,600
497. Southern Railway	650,000	216,000	866,000
498. South Essex Railway	250,000	83,300	333,300
499. South Hams (Devon) Railway	550,000	183,300	733,300
500. South Kensington New Road	1,000,000	330,000	1,330,000
501. South Lancashire Railways and Dock	700,000	216,000	916,000
502. South Metropolitan Gas	—	—	—
503. South Northumberland Railway	60,000	20,000	80,000
504. Southport Improvement	-	37,000	37,000
505. South Wales and Great Western Direct Railway	1,800,000	600,000	2,400,000
506. South Wales Junction Railway	750,000	250,000	1,000,000
507. Southwark Bridge Transfer	—	—	—
508. Southwark and Vauxhall Water	—	—	—
509. Spalding and Bourn Railway	255,000	85,000	340,000
510. Spencer's Patent	—	—	—
511. Spilsby and Firsby Railway	25,000	8,333	33,333
512. Stafford and Uttoxeter Railway	50,000	16,600	66,600
513. Stapenhill and Burton-upon-Trent Bridge	-	7,500	7,500
514. Stonehouse and Nailsworth Railway	35,000	7,600	42,600
515. Stourbridge Canal	18,000	15,000	33,000
516. Stourbridge Railway	107,000	35,600	142,600
517. Strathspey Railway	25,000	8,000	33,000
518. Sunderland Corporation	—	—	—
519. Sunningdale and Cambridge Town Railway	150,000	50,000	200,000
520. Surrey and Sussex Junction Railways	710,000	236,000	946,000
521. Sussex Central Railway	160,000	53,300	213,300
522. Sutherland Railway	180,000	60,000	240,000
523. Swansea and Aberystwith Junction Railway	57,000	19,000	76,000
524. Swansea Canal Transfer	50,000	16,600	66,600
525. Swansea Vale and Neath and Brecon Junction Railway	45,000	15,000	60,000
526. Tallyllyn Railway	15,000	5,000	20,000
527. Tay Bridge and Dundee Union Railway	375,000	125,000	500,000
528. Tees Valley Railway	50,000	16,600	66,600
529. Teign Valley Railway	30,000	10,000	40,000
530. Tewkesbury and Malvern Railway	80,000	26,000	106,000
531. Thames Valley and London and South Western Junction Railway	90,000	30,000	120,000
532. Tiverton and North Devon Railway	90,000	30,000	120,000
533. Tooting, Merton, and Wimbledon Extension Railway	105,000	35,000	140,000
534. Torquay Gas	20,000	5,000	25,000
535. Tottenham and Hampstead Junction Railway (Deviation, &c.)	155,000	51,666	206,666
536. Tottenham and Hampstead Junction Railway (New Lines)	240,000	80,000	320,000

Title of Bill.	Proposed Capital.		
	By Shares.	By Loan.	Total.
	£.	£.	£.
537. Tredegar, Sirhowy, &c. Water	45,000	15,000	60,000
538. Trowse Road	—	—	—
539. Truro and Newquay Railway	70,000	23,000	93,000
540. Tunbridge Wells Water	—	80,000	80,000
541. Tyldesley-with-Shakerley Local Board	—	20,000	20,000
542. Tyne Improvement	—	375,000	375,000
543. United General Gas	—	50,000	50,000
544. Utilisation of Sewage and Land Reclamation (Ireland)	—	—	—
545. Vale of Crickhowell Railway (Eastern Extension)	150,000	50,000	200,000
546. Vale of Crickhowell Railway (Western Extension)	100,000	33,300	133,300
547. Vale of Neath Railway (Swansea Lines, &c.)	300,000	99,900	399,900
548. Vale of Neath Railway (Transfer, &c.)	—	—	—
549. Ventnor and Bonchurch Tramway	30,000	10,000	40,000
550. Ventnor Harbour	80,000	26,660	106,660
551. Watchet and Minehead Railway	70,000	23,300	93,300
552. Waterford and Limerick Railway	—	—	—
553. Waterford, Lismore, and Fermoy Railway	500,000	166,000	666,000
554. Waterford and Passage Railway and Ferry	20,000	6,600	26,600
555. Waterford and Wexford Junction Railway	180,000	60,000	240,000
556. Waterloo and Whitehall Railway	100,000	33,300	133,300
557. Weald of Kent Railway	—	—	—
558. West Bromwich Improvement	—	5,000	5,000
559. West Cork Railway	120,000	40,000	160,000
560. West Cornwall Railway	—	—	—
561. West Hartlepool Harbour and Railway and Cleveland and North Eastern Railways.	—	—	—
562. West Kent Railway	450,000	150,000	600,000
563. West London Docks and Warehouses	100,000	30,000	130,000
564. Westminster Improvements	—	10,000	10,000
565. West Riding and Grimsby Railway	50,000	16,000	66,000
566. West Sussex Junction Railway	—	—	—
567. West Worthing Improvement	—	30,000	30,000
568. West Yorkshire Railway	20,000	6,600	26,600
569. Wexford Harbour Embankment	—	—	—
570. Wexford Junction Railway	99,900	33,300	133,200
571. Whitechapel and Holborn Improvement	—	—	—
572. Whitehaven, Cleator, and Egremont Railway	15,000	5,000	20,000
573. Whitehaven and Furness Junction Railway	120,000	40,000	160,000
574. Whitehaven Junction and Cockermouth and Workington Railway.	30,000	10,000	40,000
575. Whitehaven Junction Railway	50,000	16,600	66,600
576. Whitstable Fishery Extension	—	50,000	50,000
577. Wigtownshire Roads	—	—	—
578. Wiltshire Railway	600,000	200,000	800,000
579. Wimbledon Common	—	—	—
580. Winchester Water and Gas	25,000	4,000	29,000
581. Winchester Consumers' Water and Gas	30,000	40,000	70,000
582. Winchcomb Roads	—	—	—
583. Witham Drainage	10,000	55,000	65,000
584. Wolverhampton and Bridgnorth Railway	180,000	50,000	230,000
585. Wolverhampton and North Staffordshire Junction Railway	150,000	50,000	200,000
586. Wolverhampton and Walsall Railway	120,000	40,000	160,000
587. Wood Green, Winchmore Hill, and Enfield Railway	160,000	53,000	213,000
588. Worcester, Dean Forest, and Monmouth Railway	120,000	40,000	160,000
589. Wragby Roads	—	—	—
590. Wrexham and Minera Railway	60,000	20,000	80,000
591. Wrexham, Mold, and Connah's Quay Railway (Dee Valley Branch).	90,000	30,000	120,000
592. Wrexham, Mold, and Connah's Quay Railway (New Lines)	210,000	70,000	280,000
593. Wright's Patent	—	—	—
594. Wycombe Railway	300,000	100,000	400,000
595. York Castle, Judges' Lodgings at York	—	—	—
Total £.	92,422,938	34,018,770	126,441,708

Board of Trade, Whitehall,
23 March 1865.

James Booth.

RETURN of the Amount of CAPITAL in SHARES and by LOANS, respectively, proposed to be raised by the RAILWAY and other BILLS brought before PARLIAMENT in the present Session, and the aggregate Amount of such CAPITALS and LOANS.

(*Mr. Bazley.*)

Ordered, by The House of Commons, *to be Printed,*
27 *March* 1865.

COPY of the ROYAL COMMISSION for inquiring into the CHARGES on RAILWAYS.

VICTORIA R.

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith: To Our right trusty and right entirely beloved cousin William Duke of Devonshire, Knight of Our most noble Order of the Garter; Our right trusty and right wellbeloved cousin and councillor Richard John Earl of Donoughmore; Our right trusty and wellbeloved councillor Edward Henry Smith Stanley (commonly called Lord Stanley); Our trusty and wellbeloved Edward Frederick Leveson Gower, Esquire; Our right trusty and wellbeloved councillor Robert Lowe; Our trusty and wellbeloved Sir Rowland Hill, Knight Commander of Our most honourable Order of the Bath; Our trusty and wellbeloved John Arthur Roebuck, Esquire; Our trusty and wellbeloved Thomas Berry Horsfall, Esquire; Our trusty and wellbeloved Robert Dalglish, Esquire; Our trusty and wellbeloved George Carr Glyn, Esquire; Our trusty and wellbeloved Acton Smee Ayrton, Esquire; Our trusty and wellbeloved Douglas Galton, Esquire; Our trusty and wellbeloved Edward Terrick Hamilton, Esquire; and Our trusty and wellbeloved John Robinson M'Clean, Esquire, greeting:

WHEREAS We have deemed it expedient that a Commission should forthwith issue for inquiry into the charges now and heretofore made for conveyance on the several Railways of Great Britain and Ireland, and whether it would be practicable to effect any considerable reduction in such charges, with a due regard to safety, punctuality, and expedition:

NOW KNOW YE, that We reposing great confidence in your zeal and ability, have authorised and appointed, and do by these presents authorise and appoint you the said William Duke of Devonshire, Richard John Earl of Donoughmore, Edward Henry Smith Stanley (commonly called Lord Stanley), Edward Frederick Leveson Gower, Robert Lowe, Sir Rowland Hill, John Arthur Roebuck, Thomas Berry Horsfall, Robert Dalglish, George Carr Glyn, Acton Smee Ayrton, Douglas Galton, Edward Terrick Hamilton, and John Robinson M'Clean, to be Our Commissioners for the purposes aforesaid.

And Our will and pleasure is, that you, or any Five or more of you, shall inquire into the charges now and heretofore made by the several Railway Companies of Great Britain and Ireland, for the conveyance on their lines of passengers, parcels, goods, minerals, animals, agricultural products, and other merchandise, and into the equality or difference of such charges under similar circumstances, whether as between different Companies or by the same Company in different cases; and where such inequality or difference exists, you are to inquire whether there are special circumstances which render necessary such inequality or difference; and you are also to inquire into the actual costs of such conveyance, and to compare such costs and charges respectively, if and so far as you shall think fit, with the costs and charges relatively to the accommodation given and service performed on the Railways in any one or more foreign countries; and to report your opinion whether, with a due regard to the progressive extension of the Railway system, it would be practicable, by means of any changes in the laws relating to Railways or otherwise, to effect a more convenient interchange of traffic between the several systems of Railways, and more economical arrangements for the working of Railways, so as to make any

considerable reduction in the said costs of conveyance, and in the charges to the public on account thereof; and more effectually to provide for securing the safe, expeditious, punctual and cheap transit of passengers and merchandise upon the said Railways with as near an approach as may be to uniformity of charge and equality of treatment for all persons under similar circumstances.

And, for the purpose of enabling you Our said Commissioners to make the said inquiries, We do hereby authorise and empower you or any Five or more of you, to invite all such persons as you may judge most competent by reason of their situation, knowledge or experience, to afford you correct information on the subject of this inquiry, to attend before you and to bring with them all such books, documents, papers and accounts as may appear to you, or any Five or more of you, calculated to assist your researches in the execution of the trust hereby reposed in you, and to inquire concerning the premises by all other lawful ways and means whatsoever.

And We do command and require you, or any Five or more of you, to report to Us, in writing under your hands and seals, or under the hands and seals of any Five or more of you, as soon asthe same can reasonably be, your several proceedings by virtue of this Our Commission.

And, for your further assistance in the execution of these Presents, We have made choice of Our trusty and wellbeloved William Pole, Esquire, to be secretary to this Our Commission, and to attend you, whose services and assistance you are to use from time to time as occasion may require.

And We will and command that this Our Commission shall continue in full force and virtue, and that you Our said Commissioners, or any Five or more of you, may from time to time proceed in the execution thereof, and of every matter and thing therein contained, although the same be not continued from time to time by adjournment.

Given at Our Court at Saint James's, the eleventh day of March 1865, in the Twenty-eighth year of Our reign.

By Her Majesty's Command.

(signed) *G. Grey.*

RAILWAY CHARGES.

COPY of the Royal Commission for inquiring into the Charges on Railways.

(*Presented to Parliament by Her Majesty's Command.*)

Ordered, by The House of Commons, *to be Printed,*
14 *March* 1865.

130.

Under 1 *oz.*

RAILWAY TRAINS.

RETURN to an Order of the Honourable The House of Commons, dated 30 May 1865;—*for*,

COPIES "of CIRCULAR of the 30th day of July 1864 from the Board of Trade to the Railway Companies, on the subject of a Means of COMMUNICATION between different parts of a RAILWAY TRAIN whilst in MOTION:"

"Of CORRESPONDENCE between the Board of Trade and the Committee of the Railway Clearing House:"

"And, of the REPORTS by the Committee and by Captain *Tyler* on the same subject."

Board of Trade,
2 June 1865.

JAMES BOOTH.

— No. 1. —

CIRCULAR from the Board of Trade to the Railway Companies, on the subject of a Means of Communication between different parts of a Railway Train whilst in Motion.

Board of Trade (Railway Department),
Whitehall, 30 July 1864.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to request you to state to the Directors of the Railway Company, that my Lords have had under their consideration the complaints frequently urged on their attention, of the danger existing or apprehended from the want of means of communication between the different portions of a railway train whilst in motion. Several instances have occurred of carriages having taken fire, or having been thrown off the rails, the passengers in which had no means of making their perilous situation known to the servants of the Company in charge of the train. Recent occurrences also of a criminal nature in passenger railway trains have excited among the public a very general feeling of alarm. Under these circumstances, my Lords are desirous of calling the attention of Railway Companies to this subject, with a view to the consideration by them of the question, how far by means of increased facilities for communication between different portions of a railway train whilst in motion, or other improved regulations, it may be practicable to obviate the evils complained of, and to allay the sense of insecurity at present prevailing among railway passengers.

My Lords are very sensible that without the cordial co-operation of the Railway Companies any attempt to introduce improvements in the system of railway management would be attended with doubtful success.

Several expedients have been suggested as calculated in some degree to further the desired object.

One expedient for guarding against offences in Railway Carriages which has been proposed is that of placing windows between the compartments of each carriage; as these windows might be provided with curtains, the privacy of the carriages need not ordinarily be interfered with.

As an expedient for providing means of communication between the guard and the passengers, it has been suggested that every vehicle forming part of a passenger train should be furnished with footboards and handrails which would

admit of the guard (or in case of emergency, other persons) passing along the train.

It appears to my Lords deserving of consideration whether this expedient, guarded of course by carefully framed regulations, to prevent abuse, might not be generally adopted with very beneficial effects.

The use of a cord running along the train, by means of which the guard can attract the attention of the engine-driver, has now existed on some lines so long as to prove that there is no difficulty in its application.

I am to request that my Lords may be favoured with the opinion of the directors as to the practical value of arrangements of the nature above specified, and also with any suggestions which the directors may think adapted to accomplish the ends which my Lords have in view.

I am also to request that my Lords may be informed what means are in practice on your line for effecting communication between different portions of a train whilst in motion, and whether, with a view to the application of such means to the carriages of one Company passing on the line of another Company, any regulations of a general and compulsory character are deemed expedient.

I am, &c.
(signed) *James Booth.*

The Secretary of the
Railway Company.

— No. 2. —

(C. 2142. G. 20/328.)

The Chairman of the Committee of the Railway Clearing House to the Secretary of the Board of Trade.

London, Chatham, and Dover Railway,
General Manager's Office, Victoria Station,
3 December 1864.

Sir,

Referring to the letter of the 30th July last, addressed to the different Railway Companies by the Lords of the Committee of Privy Council for Trade, I have the honour to inform you that the Railway Companies associated in the Clearing House have appointed a committee to consider the possibility of adopting some means of communication between the different portions of a train whilst in motion.

The committee have held several meetings, and have had an opportunity of examining a great many inventions by which it is proposed to effect the object in view.

Before closing their inquiry, the committee desire to ascertain whether the Lords of the Committee of Privy Council for Trade would wish to bring before them any inventions or suggestions which may have been made to them either by the public or their own officers; and I am desired to state, that if so, the committee will be glad to receive any communication from their Lordships, and if necessary, fix a special meeting for its consideration.

I am, &c.
(signed) *J. S. Forbes*, General Manager,
Chairman of the Committee.

The Secretary, Board of Trade.

— No. 3. —

(C. 2142. S. 22/94.)

The Chairman of the Committee of the Railway Clearing House to the Secretary of the Board of Trade.

London, Chatham, and Dover Railway,
General Manager's Office, Victoria Station,
20 January 1865.

Sir,

I beg leave to call your attention to my letter of the 3d December last, in which I had the honour to inform you that the Railway Companies associated in the Clearing House had appointed a committee to consider the possibility of

of adopting some means of communication between different portions of a train whilst in motion, and requesting to know whether the Lords of the Committee of Privy Council for Trade would wish to bring before that committee any invention or suggestion which may have been made to them either by the public or their own officers.

A meeting of the committee is fixed to take place on the 25th instant, and I shall be glad to be favoured with some reply to my communication, in order that it may be submitted to such meeting of the committee.

I am, &c.
(signed) *J. S. Forbes*,
Chairman of the Committee.

The Secretary, Board of Trade.

— No. 4. —

(106 R.)

The Secretary of the Board of Trade to the Chairman of the Committee of the Railway Clearing House.

Board of Trade (Railway Department),
Whitehall, 20 January 1865.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letters of the 3d of December and the 20th instant, on the subject of the committee appointed by the Railway Companies associated in the Clearing House, to consider the possibility of adopting some means of communication between different portions of a Railway Train whilst in motion, and inviting suggestions from this Board or their inspecting officers.

In reply, I am to inform you that my Lords have not any invention or suggestion to bring before the committee. They communicated your letter of the 3d December to their inspecting officers; and my Lords understand that it is the intention of Capt. Tyler, R.E., to offer some suggestions for the consideration of the committee, but they fear that Capt. Tyler's engagements have been of so pressing a character that it may not be in his power to offer his suggestions in time for the meeting of the committee, which you state is fixed to take place on the 25th instant.

I am, &c.
(signed) *James Booth*.

J. S. Forbes, Esq.

— No. 5. —

(229 R.)

The Secretary of the Board of Trade to the Chairman of the Committee of the Railway Clearing House.

Board of Trade (Railway Department),
Whitehall, 9 February 1865.

Sir,

WITH reference to my letter to you of the 20th ultimo, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you a copy of a Report which they have received from Capt. Tyler, R.E., on the subject of a means of communication between different portions of a Railway Train. 229 R.

I am, &c.
(signed) *James Booth*.

J. S. Forbes, Esq.,
Chairman of Committee of Clearing House.

(Enclosure.)

REPORT of Captain *Tyler*, R.E.

No. 1, Whitehall, 6 February 1865.

SIR,

I HAVE now the honour to report, in compliance with your instructions, and for the information of the Lords of the Committee of Privy Council for Trade, the result of my investigations on the subject of inter-communication in Railway Passenger Trains.

This question, which has received much attention from time to time, both in this country and on the Continent, has of late undergone considerable change.

In former years numerous accidents occurred, in which carriages were dragged along, sometimes for miles, in a disabled condition, or on fire, unknown to the engine driver; and it has been principally in consequence of such accidents that, first the Commissioners of Railways and afterwards their Lordships have addressed circular letters from time to time to the different Railway Companies.

The subject had attracted much attention previous to 1847; and in October of that year a circular was issued by the then Commissioners of Railways, Lord Granville, Sir Edward Ryan, and Mr. Strutt, after communication with the Great Western and London and North Western Railway Companies, describing the methods proposed to be adopted by those two Companies:—the Great Western of employing a travelling porter to keep watch from a box at the back of the tender; and the London and North Western of employing a guard to look out from a van next behind the tender for any signal from the passengers or hind guard, or for any symptoms of accident in the train. The London and North Western Company also proposed that the under guard riding next to the tender should have the power of sounding a whistle on the engine. A forcible illustration of the necessity for such precautions presented itself in October of that year in the case of Lady Zetland, whose carriage was set on fire on the Midland Railway by a spark from the engine.

The Commissioners issued a second circular in October 1851, pointing out how desirable it was that "the power of travelling along trains whilst in motion "should be given to the guards and servants of the Company," and observing "that the benefit derived from that measure may be materially augmented by "the more general adoption of seats for the guards from which they may look "along their respective trains, so that they may readily perceive whenever any-"thing in their trains may require their attention."

The practice at that time in Belgium was the same that has since been followed in that country—of employing the guards to travel along the footboards outside of the carriages; and several of the English Companies having expressed their willingness to adopt this arrangement, the consent of the Postmaster General was obtained to the addition of steps to the Post Office vehicles, with a view to its being generally carried out. After further communication between the Board of Trade, the Railway Companies, and the Clearing House, a sub-committee was appointed at the Clearing House by a minute of the general managers, dated 4th February 1852, to consider the proposal of the Board of Trade to use the footboards of the carriages as a means of communication on the outside of trains; and the sub-committee drew up a list of queries, and circulated them among all the Railway Companies of the United Kingdom. They received replies from 35 Companies, from which it appeared that there were 23 Companies on whose lines either bridges, tunnels, or other permanent structures rendered it dangerous to pass along the side of a train in motion; there were 16 Companies whose station platforms would have required alteration if the footboards of the carriages had been lengthened; and all these Companies were in the habit of running cattle-trucks or goods-trucks to a greater or less extent with their passenger trains. All but two stated that no accident had occurred which might have been thus prevented, and that they considered the power of passing along the footboards would lead to rash exposure on the part of the public. All but five thought that if passengers were able to move from a lower to a higher class of carriage, they would be likely to take advantage of this means of defrauding the Companies. All but one thought the system would afford facilities for robbery and assault upon passengers, and especially on females travelling alone. Four Companies had employed the system for general purposes, and two especially for the collection of tickets. But one had discontinued it from apprehension of danger, and another after an accident; and a third did not consider that it had been attended with benefit or the reverse. All but three thought that the disadvantages of its adoption would preponderate.

The Committee came finally to the conclusion—

"That there are several railways, the dimensions of whose permanent structures would "prevent the plan from being generally adopted, without which it would be inoperative; "that the expense of the alteration (which they estimated at 165,855 *l.*) would be out of "all

" all proportion to the benefits that would be derived from it; that it would expose the " public to great danger and to robbery, and the Companies to fraud; and that, therefore, " it is not desirable to adopt it."

I may here add, by way of parenthesis, that the difficulties of such communications have increased since the year 1852, in consequence of the greater width of the carriages on different lines. And it must not be forgotten that the apprehensions above expressed were actually realised by the murder of M. Poinsot on a French railway, in December 1860; the assassin having apparently obtained access to, and escaped from, the compartment in which M. Poinsot travelled, by means of the footboards.

The subject was allowed to drop after the receipt of the above Report from the Clearing House, until a serious accident on the Buckinghamshire Railway caused it to be again brought forward. Captain (now Colonel) Simmons, of the Royal Engineers, then drew up a memorandum (on the 12th February 1853) on the measures which had been adopted in France and Belgium, and made suggestions with reference to the British Railways. The French law provided as follows:—

" Les conducteurs gardes freins seront mis en communication avec le mécanicien, pour " donner en cas d'accident le signal d'alarme, par tel moyen qui sera autorisé par le " Ministre des travaux publics sur la proposition de la Compagnie."

And the law was so far put in force that a guard in the leading carriage of each train was provided with a cord connected with a bell on the tender; but no greater advantage was obtained by this method than by the system previously referred to as having been adopted on the Great Western Railway of England, of placing a travelling porter to keep a look out from a box on the back of the tender; and numerous experiments which were made in France with a view to the more perfect system of providing a communication throughout the whole length of a train were not productive of any useful result.

Colonel Simmons concluded his memorandum by recommending,—

" First, that a communication should be established between a guard to be stationed in " the front of a train and the driver, as in France; second, that this guard should be " placed in a box or van, so that his most convenient and natural position, when the train " is in motion, should be with his face to the rear, and looking along the train; and third, " that a guard should always be placed on the last carriage of the train."

And he contemplated the guards exchanging signals by flags and lamps, and making use of the footboards when necessary.

In consequence of further agitation, the Clearing House Committee of General Managers met again in the latter part of 1852, and re-appointed a sub-committee, " with a view to ascertain whether a plan for establishing such a " means of communication can be devised which would not create greater " danger than it is designed to guard against." They addressed letters to all the British and to the principal Continental Railway Companies; they investigated the merits of the plan which had thus been proposed to them by their Lordships; they inspected and considered the models, drawings, and descriptions of numerous correspondents and inventors; and they finally drew up an elaborate report in March 1853.

They found that the only arrangements which were in actual use were (1) voltaic communication, on the Orleans Railway, which had not answered well; (2) a mirror on the Montpellier à Cette Railway, placed in front of the guard, in which the train was reflected, which was admitted to have many defects; (3) a rope attached to a bell on the tender, or to the steam whistle, " carried " along the tops of the carriages, supported on brackets, and placed within " reach of the guards and brakesmen," as used on the Dutch, and on the Prussian, Hanoverian, and other German Railways. With regard to the question of giving the passengers the power of communicating with the guard, they reported as follows:—

" Without overlooking the possibility of such an arrangement being occasionally of " service, the Committee have been unable to persuade themselves that it would not lead " to greater disasters than it could, on any view of the matter, prevent. Unless the guards " and engine drivers had orders to stop the train whenever a passenger made a signal the " privilege would be useless to the latter. It, however, requires little acquaintance with " railway travelling to be convinced that its dangers would be greatly increased if the " train were to be stopped whenever and wherever a passenger under the influence of fear " or levity chose to make a signal.

" The Committee is not, therefore, prepared, in the first instance, to recommend any " arrangement

"arrangement or regulation which would put it in the power of the timid or reckless to "control the discretion of the guard or engine-driver, and to put the safety of the whole "train in peril."

And they added in another place—

"Should it, however, appear that the advantage of providing passengers with such "means of communication countervails its dangers, the Committee see no mechanical "difficulty in the way.

"But it is of opinion that no such concession should be made until the Legislature has "specially guarded against the abuse of the privilege by making it penal."

After referring to the practice on a German (The Cologne and Minden) Railway, on which, according to Herr Minckwir, "three conductors who during "the journey control the time tables and, standing on the side of the carriages, "watch over the safety of the passengers, and also three brakesmen, who grease "the brakes and axletrees;" and on which "the passenger carriages are so "arranged that the officers can pass round them when in motion;" and to the American system, "where the Railway Companies make little distinction as "regards passengers;" the carriages being so constructed and arranged "internally that both the passengers and conductors can move from one car-"riage to another by means of a passage running through the middle of the "entire train."

The Committee proceed to state—

"22. As regards the first of these modes of enabling the guards to move along the "train while in motion, this Committee proved in the Report on the subject (already "referred to) which the Clearing House Committee forwarded last year to the Board of "Trade, and to which it now begs to refer, that though the plan of lengthening the foot-"boards of the carriages for this purpose seemed simple and suitable, there were diffi-"culties in the way of its adoption on British railways which are insuperable.

"23. And as regards the American arrangement, it is obvious that it is so opposed to "the social habits of the English, and would interfere so much with the privacy and comfort "which they now enjoy, that these considerations, apart from others, nearly as important, "would forbid its adoption in this country.

The Committee considered that the "electric fluid is too subtile, and the "apparatus used for evolving and conducting it, is too delicate for the rough "usage and the disturbing causes to which they would be exposed when trains "are in motion."

And they proceeded to state their opinion that a cord or line of hemp, copper wire, or gutta percha, as might be found best in practice, employed for connecting a van at the tail of the train with a bell on the tender, under detailed arrangements, which they described, would be found best to fulfil the various conditions of the case. They strongly recommended the Companies, parties to the clearing system, to give effect to this plan without delay; and they appointed a Committee to assist the associated Companies in ensuring uniformity and efficiency in the application of the principles which they laid down.

The Members of the Select Committee of the House of Commons on Railway and Canal Bills of 1853, who had the above Report before them, reported to the House the following Resolution:

"That provision should be made for enforcing the means of constant communication "between all the servants to whom the safety of the passengers in any train is entrusted."

On the 22d July 1854, after another accident, their Lordships addressed a letter to ten of the principal Railway Companies, calling attention to that Resolution; and on the 5th August in the same year, a letter to 87 Companies, with reference to that Resolution and the Clearing House Report, concluding as follows:

"My Lords are desirous of recalling the attention of the directors of the several Railway "Companies to this important subject, in the hope that such measures may be adopted as "are calculated to bring this improvement into general use in the most convenient manner; "and they direct me to point out how serious a responsibility will be incurred by them, "should any accident happen in consequence of their neglect to establish this mode of "affording increased security."

The replies of the Railway Companies to these circular letters were, in some cases, a simple acknowledgment; in others, to the effect that the directors were making inquiries or taking steps to secure the object in view; in others, that they were prepared to adopt whatever might be adopted on the lines of neighbouring Companies; in others, that communication was afforded by the footboards

footboards of the carriages; in others, that the bell and rope system recommended by the Clearing House Committee had been tried and found useless; and, in others, that it had been brought into use. The Great Western Company still retained their system of a travelling porter on the back of the tender. The London and North-Western Company had ordered the adoption of Professor Glückman's invention, which provided a voltaic communication between the guard and the engine-driver.

The London and North-Western Company expended, indeed, a considerable sum of money at that time on apparatus for working the Glückman method, and only abandoned it because they found by experience that it was not effective, from failure in the mode of coupling, in very long trains.

On the 30th December 1857, their Lordships again addressed a circular letter to the Railway Companies, calling attention to two recent accidents by fire; the one on the Great Western Railway (to a train on which there was no travelling porter), and the other on the Lancaster and Carlisle Railway; stating that 26 accidents had occurred during the previous four years, "in "which either the accidents themselves, or some of the ulterior consequences "of the accidents, would probably have been avoided had such a means of "communication existed;" referring to the Clearing House Report of 1853, and requesting to know how far the wishes of the Legislature, as expressed in the recommendations of the Select Committee of 1853, had been carried into effect.

The replies to this circular were not materially different from those referred to previously, which were made to the circular of 1854; rope and wire communications having been adopted by some Companies; the sudden application of the guards' break having been depended upon by others; the footboards having been considered available on some lines; and no communication having been found necessary, or possible, on others.

The Select Committee of the House of Commons on Railway Accidents in 1858, after hearing a great deal of evidence from all quarters on the subject of communication, both between passengers and guards, and between guards and engine-drivers, recommended as follows:—

"That your Committee is also of opinion that it should be imperative on every Railway "Company to establish means of communication between guards and engine-drivers."

On the 27th September 1858, in forwarding a circular letter to the Railway Companies on the subject of extra break power on passenger trains, their Lordships drew attention to the advisability of some other means of communication being provided between the engine-driver and the guards than by the steam-whistle, and concluded as follows:—

"My Lords regret that the Railway Companies have as yet made so little progress in "adopting a means of communication between the engine-driver and guards of trains, "by means of a cord or otherwise, which shall be certain of attracting the immediate "attention of either the guard or driver, and not be liable to be misunderstood; and my "Lords trust they will no longer delay to provide an efficient means of communication as "well as a sufficiency of break power for stopping the trains."

And on the 30th July 1864, their Lordships addressed their last circular letter to the Railway Companies, calling attention to "recent occurrences of a "criminal nature, as well as to the complaints frequently urged on their attention of the danger existing or apprehended (in case of accidents) from the "want of means of communication between the different portions of a railway "train while in motion."

Nothing new was elicited in the replies to this circular.

I have already quoted the French law on this subject, and stated the measures which were taken up to 1853, towards carrying it into effect; and I may now refer to the Report in 1863 of the distinguished French Commission, which was nominated on the 5th November 1861. The Commissioners show that the feeling amongst the French Railway Companies is much the same as that which has been expressed by the English Railway Companies, in the following sentence:—

"Rélativement a l'établissement d'une communication entre les agents du train et "les voyageurs, les Compagnies ont unaninement déclarées que cette communication "était inadmissible parce qu'elle occasionnerait plus de dangers qu'elle ne rendrait de "services."

The

The Commissioners refer to the Report of the French Commission of Inquiry in 1857, which was against any communication between passengers and guards on the score of economy as well as of practicability; and to the report of the three ingénieurs-en-chef des ponts et chaussées who were appointed specially (after the death of M. Poinsot) to consider the question of the security of passengers in trains in motion.

This last Commission, who reported on the 12th of April 1861,—

"Écarta tout d'abord l'idée d'une communication entre les voyageurs et les agents "du train. Elle se borna a demander qui les Compagnies fussent invitées:—1. A pra- "tiquer dans le délai de six mois dans les compartiments de 1 et 2 classe une ou deux "ouvertures fermées par une glace transparente et placées au dessus des filets à voyages. "2. A organiser dans le même délai sur toutes les voitures composant les trains de "voyageurs un système de marchepieds et de mains courantes horizontales qui permette, "soit aux agents du train, soit à des contrôleurs speciaux, de parcourir toute la longeur "du convoi du côté des accotements du chemin. 3. A presenter au Ministre les ordres de "service arrêtés par elles pour ce contrôle de route en exécution des prescriptions "ci dessus."

And the Commission, which reported in 1863, stated their own conclusions as follows:—

"3. Que toutes les fois que la composition des trains ne s'y opposera pas, la commu- "nication entre les gardes freins et le mécanicien devra être rendue obligatoire; qu il "n'y a pas lieu de faire de même, en ce qui touche la communication entre les voyageurs "et les agents du train."

Such is briefly the history of this question of communication in railway trains. The result is that the bell-and-rope system has, within the last few years, been extensively employed for enabling the guards to signal to the engine drivers, and has been generally successful, though it has sometimes been found to fail, from the jamming of the rope, both in this country and on the Continent, in very long trains. Serious accidents to trains of the description referred to have of late been on the decrease, partly in consequence of its having been adopted, and partly in consequence of the improvements that have been made in the permanent way and rolling stock. But this system is comparatively of little use in the cases to which attention is now more particularly directed—of outrage in railway carriages. And since the murder of Mr. Briggs (which no means of communication could have prevented), other cases have occurred, showing the want of further facilities, which have excited the public feeling to a degree that can best be appreciated by those who travel most. There has been, indeed, a panic amongst railway passengers. Ladies, unable, of course, to discriminate at the moment between those whom they should avoid and those who would be their best protectors, shun all alike; and gentlemen passengers, as well as railway officers of all classes, constantly refuse to travel singly with a stranger of the weaker sex, under the belief that it is only common prudence to avoid in this manner all risk of being accused, for purposes of extortion, of insult, or assault.

The latest phase of the question in this country has, therefore, reference more to protection from outrage than to precaution against accident; and there can be no doubt of the desirability of affording, if possible, at reasonable cost, and in a mode not likely to be abused, to every passenger in a train, some facility of attracting attention to the compartment in which he (or she) is travelling in case of urgent need. An increased desire, as well as undoubtedly an increased necessity, for such a facility, is caused by the improvement which has been wisely introduced upon the different lines, of longer runs and fewer stoppages, wherever the nature and amount of the traffic has been found to justify it, as the best and safest mode of accelerating the speed of the trains. Thus, trains run now daily, without stopping, on the—

	Miles.	*Hrs.*	*Mins.*
South Eastern Railway, from London to Dover, for - -	88	1	55
London and North Western, Chester to Holyhead, for -	84	2	7
„ „ „ London to Rugby, for - -	82½	1	50
Great Western, London to Swindon - - - - -	77½	1	30
Great Northern, London to Peterborough - - - -	76¼	1	37
London and South Western, London to Basingstoke - -	48	1	10

and for distances not much shorter on many other lines, or on other portions of the same lines, which I need not enumerate.

The

The facility of communication would tend at once to restore confidence to the travelling public, and to have a powerful deterrent influence on the evil-disposed; and the less the apparatus was employed, the more would the object of providing it have been attained. In America, a cord under the roof, and free circulation through the carriages, do all that is required; but the great difficulty to be contended with in this country, in any attempt to combine efficiency with reasonable cost, consists in the necessity which appears to exist, not only for providing handles or instruments on the inside of each compartment of every carriage for communicating with the servants of the Company, but also for connecting those instruments with outside signals to direct them to that part of the train from which an alarm has been given, and in the event of a false alarm to ensure the discovery of the offender.

And there is further the difficulty of enabling any servant of the Company to visit a compartment from which a signal may have been given while the train is in motion, to ascertain the cause of alarm. I have already adverted, and shall hereafter say more in regard to the danger of permitting communication along the footboards of the carriages which are in use on many lines, for want of space on either side of the train. It would not be advisable in many cases, or as a rule, to stop a train at once on an alarm being given; and I cannot consider that the difficulty would be satisfactorily met, even if the roofs of the carriages were on the same level, by constructing a tramway and covered passage, as has been proposed, along the tops of the carriages, through which the guard or a travelling porter should push himself backwards and forwards in a truck in a reclining posture. The only practical remedy that remains is to provide that when a signal from a passenger has been given, the servants of the Company should, if they have no means of ascertaining the cause, and are unable to discover any good reason for immediate stoppage, proceed forward to the next fixed signals, and come to a stand under their protection. This would seldom lead to a serious delay in pulling up, and it would materially decrease the risk of an unusual stoppage, which is not slight, in some localities, and under the arrangements on which many lines are worked. Of course, in case of fire, or of a carriage being disabled, the train must be stopped at all hazards; but it will in other cases be wise to leave it to the discretion of the servants of the Company to stop their trains as speedily as they can do so with safety, under the circumstances of each particular case.

I annex an abstract of the proposals which have been made to their Lordships in official communications, and I shall next proceed to describe the different classes of methods which have been proposed here and abroad for providing communication in trains, and to make some remarks upon them:—

1. Bells, gongs, whistles, detonating, and other *sound* signals on separate carriages, connected with outside indicators of different descriptions, to attract attention to the part of the train from which the sound proceeds.

Such signals rendering each carriage independent, and requiring no extra coupling between the carriages, would be admirable if they could be made efficient. But, unfortunately, there is no certainty of their being heard, even from front to rear in a long train; and they are frequently inaudible, under the most favourable conditions, when a train is travelling at high speed towards the front. The rattle of a train, in passing particularly through cuttings, or tunnels, or bridges, is so great as sometimes to render the steam whistle of the engine inaudible to the guard in his van.

On this point the Clearing House Committee of 1853 observe:—

"29. The remarks made in a former part of this Report, when treating of air whistles, "prove that signals depending on sound, if made at a distance from the engine driver, are "as little to be relied on as those depending on sight. Several members of the committee "have at various times conducted experiments having sound for their basis; and the result "has invariably been that no noise, however loud, shrill, or continued, whether the sound "was produced by compressed air, trumpets, or gunpowder, could be heard, even when "the train was short, when there was a head wind, or when the speed of the train was "considerable."

My own view on this subject was confirmed by some experiments which the London and South Western Company and Mr. Edmund Tattersall were good enough to allow me to make recently with bell signals fitted up on carriages on the London and South Western Railway.

Explosive signals, also, would be liable to fail after lying ready, perhaps for years, when they were required for use.

2. Separate *sight* signals on each carriage, independently of sound.

Signals of this class also have the advantage of requiring no extra coupling between the carriages, but it would be necessary that a servant of the Company should be constantly and specially on the look out for them, because the guards have lugggage, parcels, papers, to sort and attend to on their journeys. It is further difficult to keep men constantly on the alert in looking out for what is very seldom seen; and these signals would be invisible in thick fog, or in the smoke and steam of a tunnel.

The French Commissioners of 1861 remark, pithily, with regard to the above two classes of signals:—

"Les Nos. 2, 3, 14, 24, consistent des appareils visuels ou sonores placés sur les voitures "des voyageurs. Nous démontrons que leurs signaux visuels ne seraient point vus que "leurs signaux sonores ne seraient point entendus."

3. *Mirrors* for the use of the engine-driver or guard, or both, or, as has been proposed, so arranged throughout a train as to give the guard or guards the opportunity of constantly overlooking the interior of every carriage.

These again, besides requiring to be constantly cleaned on the journey, would frequently be useless in tunnels and fogs; and it would probably be disagreeable to many passengers of both sexes to be liable to be watched by persons whom they could not see, even if the system of supervision proposed could be rendered suitable for adoption in practice. Mirrors on the engine, or the van, must also, to be of any use, be extended to a more or less inconvenient distance beyond the sides of the train; and extra illumination would be necessary at night.

Neither the engine-driver, nor the fireman, nor the guard, could be expected to be constantly looking into them.

4. *Apparatus* worked by the *revolving axles* of the tender or break vans, such as air-pumps or magnetic arrangements, are open to the objection that they require to be adjusted to extreme variations of speed, and would be useless, when the wheels were skidded by the breaks, in slackening speed or in descending steep inclines.

It is further desirable that the machinery of communication should be as far as possible independent in its action of the machinery in the train.

5. *Tubes* throughout the train for the conveyance of sound by a whistle or otherwise, would require some better means than has yet been devised for connecting the action, which leads to the emission of sound, with that of an outside indicator.

The couplings might be made without difficulty; but it is a question that can only be decided by experiment, how far the sound would be heard throughout the length of a long train in motion.

On this subject, the French Commission remark:—

"Les Nos. 17, 26, 28 et 29, croient à l'éfficacité de tuyaux acoustiques communiquant "sur toute la longeur du train. Il est facile de démontrer que ce système de communi- "cation serait au contraire entièrement inefficace."

Tubes for the conveyance of balls, as has also been proposed, by a current of air generated by an air-pump on the axle of the break van, are open to the objection already referred to under No. 4, and would necessitate the keeping constantly in order of an air-pump on every break-van. This idea has been worked out in a model, the intention being that the passengers should transmit balls to the guard in the normal state of the current, and the guard should have the power of reversing the current to forward balls to the engine-driver.

6. Communications by means of the *foot-boards* I have already referred to at some length. I may here add that where servants of the Company are habitually employed to walk along thesides of the carriage they should be provided with a clear space of 2 ft. 4 in. or 2 ft. 6 in. in width for that purpose. The Board of Trade "requirements," which are issued as a guide to engineers in the construction of new lines, contain the following paragraph, which was intended to provide against damage to passengers and servants of the Company, particularly

particularly in looking out of the carriage windows, as well as to meet other contingencies:—

"15. No standing work above the level of the carriage steps should be nearer to the "outer edge of the rail than 3 ft. 6 in. where the carriages are not above 7 ft. 4 in. in "width outside measurement. When the carriages are of a greater width than 7 ft. 4 in. "a proportionate increase should be made in the space between any such standing work "and the rail. On Irish railways the distance between the outside of the rail and the "nearest standing work should be at least 4 feet. On the broad gauge lines in England "the distance should not be less than 3 ft. 6 in."

But there has been no means of restricting railway companies as to the width of their carriages after the opening of a line; and the temptations to increase their width on some lines are great. For instance, a first-class carriage of three compartments carrying four passengers in a row, will contain altogether 24 passengers, whereas a similar carriage carrying three passengers in a row will only contain 18 passengers; and the proportional saving of dead weight in the former is considerable, while the cost of construction is not much greater. A still greater economical advantage is obtained in some cases by constructing first-class carriages of four compartments capable of containing 32 passengers, and carriages of other classes in similar proportions. A carriage 7 ft. 4 in. wide, projecting 1 ft. 2 in. beyond the rails on each side, allows only 3 ft. 8 in. between the outside of two carriages on different lines of rails, out of the usual six feet of intermediate space, and 2 ft. 8 in. out of the five feet of intermediate space on some of the older lines; whereas from 4 ft. 8 in. to five feet would be required between the carriages, to allow a guard on the side of one train to pass a guard on the side of another train with safety. A carriage eight feet wide, in like manner, and such a width is by no means uncommon, projecting 1 ft. 6 in. on each side, leaves only three feet; and a carriage nine feet wide, projecting two feet on each side, only two feet between the two lines of rails.

On the side of the works, again, there should, allowing 2 ft. 4 in. from the outside of the carriages to the nearest standing works, be 4 ft. 4 in. for a carriage 9 feet; 3 ft. 10 in. for a carriage 8 feet; and 3 ft. 6 in. for a carriage 7 ft. 4 in. in width; spaces which are not to be obtained on parts of many lines. Communication by the footboards, therefore, with safety to the servants of the Companies, would be impracticable without much alteration and restriction for the future, as to the width of the carriages, and without greater alterations of the works than can be contemplated in practice. And the only alternative that remains, on the lines of railway in question, which comprehend the principal lines in the kingdom, is that which has already been referred to, of stopping the trains at the nearest place of safety, on an alarm being given by a passenger for a cause not apparent to the servants of the Company.

The French Commissioners, previously referred to, who were specially appointed on the 23d February 1861, after the murder of M. Poinsot, in December 1860, on the "Chemin-de-fer de l'Est," to report upon the "Securité des voy-"ageurs dans les trains en marche," state:—

"L'un de nous est allé en Belgique étudier spécialement le contrôle de route. Les "ingénieurs Belges estiment que ce contrôle occasionne moyennement par an un accident "mortel; ce resultat statistique, tel regrettable qu'il soit, est pourtant un bien faible "chiffre, si on considére que les contrôleurs passent en quelque sorte tout le temps du "voyage sur le marche-pied."

The number of (English) miles open for traffic in Belgium in 1860 was 1,288; and the number of miles now open in this country are 12,799. Supposing a proportionate number to be killed in this country, we should sacrifice ten lives annually, after having gone to enormous expense in alterations of works and rolling stock, besides wounding a much greater number of servants of Companies, in attempting to carry out this system of communication. Such a result would hardly be satisfactory.

The Commissioners proceed to state:

"Le contrôle de route, il faut le reconnaître, sera, quoi qu'on fasse, toujours accom-"pagné d'un certain péril. Le prescrire d'une manière absolue sur toutes les lignes et en "tous les points, ce serait pour l'administration assumer la responsabilité de graves accidents "et jouer un rôle fâcheux auprès des agents des Compagnies. Indépendamment de cette "considération, nous avons vu que, dans un grand nombre d'ouvrages, il faudrait élarger "l'accotement en rétrécissant l'entrevoie, mais que ce rétrécissement ne pouvait dépasser

" certaines limites. Nous avons énuméré ces ouvrages (3° dossier). Toutefois, notre énu-
" mération peut n'être pas complête; certaines circonstances particulières ont pu même
" échapper aux ingéneures de contrôle. Il est donc bien évident qu'à cet égard les com-
" pagnies doivent dans le principe, rester juges des modifications possibles a l'entrevoie."

They considered that a man " circulant avec précaution sur le marchepied " pourra passer partout où passe une portière ouverte " or in a space of 2 feet. The carriages in France vary in width from 8 ft. 8 in. to 8 ft. 6 in.; the intermediate space between the rails from 6 ft. 6 in. to 5 ft. 10 in.; and the distance between the rails and the works from something less in many cases, to 4 ft. 2½ in. in the majority of cases. The Commissioners came to the following conclusions:—

" 1. Le contrôle de route est partout impossible du côté de l'entrevoie.
" 2. Le contrôle de route n'est possible sur l'accotement qu' avec une distance de
" 1 m. 30 (4 ft. 3 in.) entre l'axe du rail extérieur et les parois d'ouvrages et objets de
" toute nature placés sur le flanc de la voie. Cette distance de 1 m. 30 peut d'ailleurs
" n'être considérée qu' à 1 m. 20 au dessus du rail (hauteur a l'arête inférieure, d'une
" portière ouvert); mais elle doit en revanche régner encore à 2 m. 70 (hauteur de l'arête
" supérieure de la dite portière) au dessus de ce même rail."

But they recommend that—

" Les Compagnies devrait organiser sur toutes les voitures composant les trains du
" voyageurs un système de marchepieds et de mains courantes horizontales, qui permette,
" soit aux agents mêmes du train, soit à des contrôleurs spéciaux, de parcourir toute la
" longeur du convoi du côté des accotements du chemin. Les mains courantes pourront,
" être interrompus devant les portiéres; mais elles déborderont, ainsi que le marchepieds,
" les deux extrémités de la voiture a 25 centimètres au moins de largeur."

7. *Glass between compartments:*—This system has already been adopted experimentally on several lines in this country. It would be a partial remedy for the evils complained of, as regards outrage, but no protection against accident. It would naturally be least agreeable to passengers on long journeys, where protection is most called for; and it would afford no means in the general way of attracting the attention of the servants of the Company. Any curtains provided for covering the glass would tend to prevent the glass from being useful in case of necessity.

The French Commissioners, however, before referred to, reported as follows:—

" La glace dormante placée à la partie supérieure des cloisons offre, sur une moindre
" échelle, quelques uns des avantages de la communication entre compartiments. Elle
" peut dans certains cas, être d'un utile secours aux voyageurs, inspirer une crainte
" salutaire aux mal intentionnés et constituer, en tout cas, un épouvantail matérial ou
" moral. Elle ne porte aucune atteinte ni à la commodité, ni à l'indépendence des
" voyageurs, qui seront toujours à même d'en masquer l'ouverture, s'ils le jugent à propos.
" Elle peut d'ailleurs, être faite avec une tres faible dépense. Elle ne laisse en outre
" passer, ni les paroles des voyageurs, ni les courants d'air, ni la fumée de tabac."
" En conséquence, nous pensons que, par l'application de l'article 12 de l'ordonnance du
" 15 Novembre 1846, on peut donner la securité publique, une satisfaction aussi peu dis-
" pendieuse, et inviter les compagnies à installer immédiatement, dans toutes les cloisons,
" une ou deux glaces dormantes, ayant un minimum 0m. 10 de haut, sur 0m. 25 de large,
" placées immédiatement au dessous des filets à menus baggages et pouvant être recou-
" vertes de chaque côté par un piéce d'etoff mobile."

8. *Cords through the trains connected with whistles or bells on the engine or tenders.*—This system has already been referred to at length, as being in extensive use both here and elsewhere; and as having been found to fail in very long trains in its simple form, though such failures might no doubt be avoided by more perfect arrangements. It is hardly fitted for further complication, connected with interior and exterior signals for the different compartments of each carriage, though some ingenious methods of accomplishing this object have been proposed.

9. A *travelling porter*, or look-out man, has also been referred to as useless in fogs, or in darkness, without extra illumination, and it may be added that the expense of an extra servant with every train, to do little or nothing else but keep a look-out of partial or questionable utility, would be very considerable.

10. *Electrical* (*Voltaic*) *Apparatus* would appear upon the whole to be the best adapted for ensuring perfect intercommunication at all times between all parts of a train, though they have the disadvantage of being worked by batteries

teries which require to be examined—say once a month, and renewed—say every six months.

The French Commission of 1861 report on the subject, as follows:—

"Une communication électrique pourrait seule résoudre le problème (voir No. 31, lettre " du Sieur Fragneaux). Mais une réflexion qui n'a pas été assez faite, et qui domine " évidemment toute la question, c'est qu'avant de donner au voyageur le moyen d'appeler " à lui les agents du train, il faut d'abord donner á ces agents le moyen de se rendre " aupres du voyageur, car on ne peut raisonnablement admettre qu'on arrête le train au " premier signal émanant d'un compartiment. Il nous semble donc tout à fait prématuré " de mettre les voyageurs en relation avec les agents du convoi, tant qu'on n'aura pas " resolu la question du contrôle de route."

I have already referred to a remark which was made in regard to such apparatus by the Clearing House Committee of 1853, and I append a list and brief description of the different patents which have been taken out at different times for the use of such apparatus.

The most promising apparatus that I have yet seen is of this description, and has been fitted up on the London and South Western Railway, under the direct superintendence of Mr. Preece, the Telegraph Superintendent of that Railway, a patent having been obtained for it by Messrs. Preece and Bedborough. Believing that it was likely to prove efficient, I have myself taken pains in suggesting modifications as to some of its parts; and I think that it merits in its present state a detailed notice.

The required communication is effected by a complete voltaic circuit throughout the train. A passenger by breaking the glass face of a small box in any compartment of any carriage, causes a semaphore arm to drop on each side of the carriage, and bells to ring in every guard's van and on the engine (or tender) all at the same moment. A guard, by pressing a small button in any break van, rings the engine driver's bell, and the bells of any other guards there may be in the train. The engine driver can ring in like manner the bells of all the guards, and is thus provided with a signal to be used in addition to his steam whistle. The bells of the engine driver and guards are all rung on the fracture of any of the couplings in the train. No lamps are provided for night signals, it being thought sufficient that the guard should, after the train is stopped in obedience to the signal of the passenger, be guided by the semaphore arms only to the proper compartment.

The instrument to be acted upon by the passenger (diagram No. 1), is on the same principle as the child's toy—the jack-in-the-box. As soon as either of the glasses which form its faces is broken (by a blow from a book, parasol, walking stick, or other article in common use), a small piston thus released is urged forward by a spiral spring; catches are lifted from pins provided on the semaphore arms at the sides of the carriage; these semaphore arms fall by the force of gravity from a nearly vertical to a horizontal position; and the earth connection being formed on both sides of the carriage, the voltaic circuit is completed in both directions. Each box has two glass faces, one projecting into each of the contiguous compartments in each carriage, as shown in diagram 2 in plan, section, and elevation. It is as yet a question whether the spring in the box ought to be placed longitudinally, as shown in the diagram, or transversely between the semaphore arms.

The semaphore arms (diagram No. 2) are constructed of iron, and are sufficiently heavy to fall with certainty by their own weight, as soon as they are released in the manner above described. They rub in falling against three metal springs provided for the purpose on each side of them; and they strike on a copper wire, so that four surfaces are presented which can hardly fail in combination to ensure voltaic contact.

The couplings between the carriages (shown in diagram 4) have already been used successfully on the French railway, the "Chemin-de-fer du Nord." The coupling-hook is of gun-metal, and is kept from contact with a knob (of similar metal) above it, as long as the eye is upon it, but, as soon as the carriages become detached, the eye is pulled off the hook; the latter is forced up by the action of a self-contained spring against the knob; and the circuit being thus completed, the bells are rung throughout the train.

In order to ensure a more perfect connection, and to provide for the carriages being used in either direction, two wires are placed under, and two couplings are affixed at each end of each carriage.

The bells in the guard's vans and on the engine (diagram No. 5) are *trembling* bells, of the ordinary description, ringing incessantly as long as the current is maintained; except that they are prevented from ringing when the circuit is incomplete, from the mere oscillation of the train, by an ingenious device. A stop-bar (A.B.), which is in fact the armature of a second magnet, falls, and interposes between the striker and the gong whenever the circuit is broken, and is lifted out of the way when the current is re-established.

This bell has also, I believe, been used in France.

The mode in which voltaic connection is made, and the course of the voltaic current, are explained in diagram 6; the main wires being shown in blue, and the return circuit in red lines. The batteries have nothing special about them, but are of an ordinary character.

This only part of this apparatus which appears to be liable to fail in practice is the glass face of the jack-in-the-box. It is a question whether the enormous number of glasses that would be required could be so nicely adjusted as not on the one hand to be fractured too easily from the jolting of the carriages, or on the other hand to require too great a blow from a passenger. It is not desirable that they should be liable to fracture by a slight accidental blow, or without serious intention, or real cause of alarm. And there is no reason why a small hammer or mallet should not be suspended near each box, with which a stout glass or porcelain face might be easily broken. But, indeed, the jack-in-the-box principle is by no means essential or necessary to the remainder of the apparatus, which may quite as easily be set in action by a button or handle of any description, either covered by glass, or so enclosed in glass as to be incapable of action without the fracture of the glass.

The first cost of this system would be very considerable, though small when compared with the capital of the respective Companies.

It is estimated that the fitting up of every engine and van would cost 8 *l.* 5 *s.*, of every carriage 3 *l.* 10 *s.*, and of each carriage-truck, horse-box, &c., 2 *l.*

Assuming that the fitting up of engines, carriages, vans, and all vehicles employed in passenger trains, could be efficiently completed at the rate of 8 *l.* for every passenger carriage, then the total cost (based on the returns of rolling stock up to the end of 1863) would be on the following lines:—

	£.		£.
(1.) London and North Western,	16,464,	as against a total capital of	43,692,385
(2.) Great Western - - - (allowing 10 *l.* per carriage).	12,490	„ „	42,562,277
(3.) North Eastern - - -	8,604	„ „	35,043,303
(4.) Great Eastern - - -	7,912	„ „	24,159,058
(5.) London and South Western	7,672	„ „	13,846,127
(6.) Midland - - - -	7,256	„ „	27,448,638
(7.) Great Northern - - -	5,240	„ „	13,646,276

Calculating at 10 *l.* per mile on an average for all lines in England, Scotland, and Ireland, the total cost of its adoption would be 127,990 *l.*

The cost of maintenance would not be very great, though no doubt the necessity for keeping so many extra appliances in working order would be a serious objection and disadvantage to the railway companies, and if the general condition of carriage lamps be taken as a test, the difficulties in such a case would appear to be great.

A man would be required at each important junction and at each terminal station, to examine, test, attend to, and renew the apparatus as required; and an inspector on long lines of railway over every three or four men. The expense of these men and of renewals would vary much on different lines, but may be roughly estimated at 10 per cent. on the first cost above given.

It would thus be on the same lines—

	£.		£.
London and North Western	1,646,	as against working expenditure for 1863,	2,413,410
Great Western - -	1,249	„ „	1,672,166
North Eastern - -	864	„ „	1,330,198
Midland - - -	725	„ „	1,017,198
London and South Western	767	„ „	678,104
Great Eastern - -	791	„ „	796,351
Great Northern - -	524	„ „	802,987

There

There can, I think, be no doubt of the possibility by some such method as the above, as well as by other methods, of providing a means of inter-communication in trains in a more or less perfect manner according to the expense incurred; and it only remains to make one or two remarks in conclusion, upon the very important question, how far it may be desirable to place such a communication in the hands of the public.

It is impossible to consider this part of the subject without drawing a distinction between those long journeys in which it is more required, and that railway omnibus traffic in which it would be of minor utility.

It seems preposterous on the one hand to deny to a passenger who is shut into a compartment for an unbroken journey of from one to two hours any opportunity of calling attention, and if necessary of stopping the train in the event of fire, of serious accident, of gross outrage, or of alarming illness. On the other hand, those passengers who cut the carriage linings, write with diamonds upon the carriage windows, and break the lamp glasses, and this more commonly on short journeys, cannot be expected altogether to abstain from interference with any signals which may be provided for their protection. Unless the servants of the company were instructed to stop each train after an alarm had been given (upon seeing no exterior cause for it) under the protection of the first fixed signals that they reached, there would be comparatively little use in providing a means of communication to them from the passengers, as a protection against outrage; and if the trains are to be so stopped whenever a passenger makes a signal it is necessary that some provision should be made by the Legislature for the punishment of those who cause the stoppage of trains without just cause, as well in the interest of the travelling public as in that of the railway companies. There would be a further difficulty which cannot be overlooked, in dealing with persons of either sex who might imagine or exaggerate dangers which either did not exist or did not render necessary the stoppage of a train.

It would hardly be possible, politic, or proper, to inflict punishment upon such persons, acting from an honest feeling of real alarm; but a better remedy for, or preventive against such an abuse of the system is probably to be found in the use of such an instrument in the carriages, whatever its form, as would be unlikely to be set in action unless in case of urgent necessity. Any uncovered handle, or tassel, or knob, placed within too easy reach, would be liable to be trifled with, and to be set in action by a child, or a nervous passenger, almost or quite unintentionally; whereas a glass not too slight, used as a screen or cover, or as in the method above described, would only be broken under the pressure of considerable alarm. The key of the door of each compartment has in some of the French railway carriages been placed within reach and protected in this manner.

I have not desired, in preparing this Report, so much to offer any direct expression of my own opinion as to what, if any, means of communication between passengers and guards should be provided, as to place the whole question fairly before their Lordships, its history, its difficulties, the modes in which they may be met, the dangers to be encountered, the advantages to be obtained, by the different methods proposed; and I hope that some assistance may thus be rendered to the meeting of general managers at the Railway Clearing House, as well as to those noblemen and gentlemen in both Houses of Parliament by whom the decision as to what will be most desirable on the part of the railway companies, and in the interest of the public, must ultimately be pronounced.

I have, &c.

The Secretary,
Board of Trade.

(signed) *H. W. Tyler*,
Captain, Royal Engineers.

— No. 6. —

(G. 25—466.)

The Chairman of the Committee of the Railway Clearing House to the Secretary of the Board of Trade.

London, Chatham, and Dover Railway,
General Manager's Office,
Victoria Station, Pimlico, S.W., 9 May 1865.

Sir,

Referring to your circular letter of the 30th July 1864, issued to the Railway Companies, I have the honour to inform you, for the information of the Lords of the Committee of Privy Council for Trade, that a Sub-Committee of the General Managers of the Railway Companies associated in the Clearing House having been appointed to consider the question of a communication between passengers and guards, have prepared a report upon the subject, a copy of which I have the honour to enclose.

I am, &c.
(signed) *J. S. Forbes*,
Chairman of the Committee.

James Booth Esq.,
Railway Department, Board of Trade,
Whitehall.

(Enclosure.)

Railway Clearing House.

Appendix to the Minutes of the Special Meeting of the General Managers' Conference, held at the Railway Clearing House, 1st April 1865.

Report of the Sub-Committee appointed by Minute 535, of the Conference of General Managers, to report upon the subject of affording a means of communication between different portions of a train whilst in motion.

REPORT.

1. The Sub-Committee charged with the duty of inquiring into the desirability and means of providing a communication between the passengers and guards in railway trains deemed it to be its first duty to invite all persons having inventions professing to accomplish this object to submit them for examination.

2. This invitation was accordingly given by advertisement in the newspapers; and 196 inventions, illustrated in many cases either by models or drawings, were sent in for inspection and consideration.

3. In order that inventors might have the fullest opportunity of impressing their views upon the members of the Sub-Committee, their personal attendance at the various meetings was requested, and the greater number of them were good enough to attend and explain the manner in which they proposed to effect the means of communication. The models and plans of those inventors who did not attend personally were in most cases accompanied by written specifications or descriptions. Several of the best plans suggested have been selected and tested by being applied to experimental trains.

4. The subject of the inquiry upon which the Sub-Committee entered is not new, either in this country or on the Continent. During the last 12 or 14 years it has been more or less prominently brought forward upon several occasions, and a very careful investigation of the matter was made by former committees of the Railway Clearing House in the years 1852 and 1853.

5. The results of these investigations are embodied in a Report laid before the Clearing House Committee on the 9th March 1853. This report (*annexed*

(*annexed hereto*) is so comprehensive and has been so fully confirmed by later experience as to leave little that is new to be said upon the subject. The means of communication which were proposed to the Committee of 1853, and which are described in the Report itself, appear to have been nearly identical in principle with those which, after the lapse of 12 years, have been submitted to the present Sub-Committee. Then, as now, a great variety of optical signals and signals by sound and electricity were suggested, which experiments, so far as they have gone, have proved to be too inefficient and uncertain in their operation to make them admissible in practice. The difficulties of applying such signals are well described in the Report of 1853, as follows:—

"The magnitude of the traffic on the British Railways, and the numerous channels "through which it flows, lead to the gradual increase and diminution of trains, according "as they converge to, or diverge from, the great centres of industry and population. Fre- "quent re-arrangement and subdivision of trains at the principal towns and junctions are "the necessary results. This constant change, added to the varying shapes and sizes of "the vehicles of which trains are usually composed, is the chief reason why all the "attempts hitherto made to supply the guard with an effective signal by mechanical con- "trivances have failed.

"It is, in fact, indispensable, in consequence of those frequently recurring changes, and "the rapidity with which they are made, that the means selected should be of easy appli- "cation; and, further, that it should be simple, for a complex contrivance, depending for "its maintenance in a state of adjustment on spiral springs, india rubber, or other elastic "substances, would be liable to constant derangement.

"It is equally obvious that signals depending solely on sight, whether the medium em- "ployed be a reflecting surface, lamp, or flag, or on the vigilance of a person placed (as is "the case on the Great Western Railway) in a somewhat elevated position on the tender, "must, even under the most favourable circumstances be uncertain in their operation, and "wholly useless in tunnels and in fogs.

"The remarks made in a former part of this Report, when treating of air-whistles, prove "that signals depending on *sound*, if made at a distance from the engine driver are as little "to be relied on as those depending on sight. Several members of the Committee have "at various times conducted experiments having sound for their basis, and the result has "invariably been, that no noise, however loud, shrill, or continued, whether the sound was "produced by compressed air, trumpets, or gunpowder, could be heard, even when the "train was short, when there was a head wind, or when the speed of the train was con- "siderable.

"The electric fluid, as the Committee has already had occasion to observe, is too "subtile, and the apparatus used for evolving and conducting it is too delicate for the "rough usage and the disturbing causes to which they would be exposed when trains are "in motion."

6. The more recent investigation by the present Sub-Committee of the very many plans brought before it has confirmed these views, and the members are satisfied that no one of these plans in its present shape presents in itself the means of effecting the communication with that degree of certainty which would make it practically efficient and to be depended upon, and which would justify them in recommending its adoption. The Sub-Committee believes that the value of the most promising of such inventions can only be established by their being put into use for a reasonable period of time, and being subjected to and tested by all the fluctuating and disturbing circumstances which are involved in the passage of trains made up of many component parts over a complicated system of railway.

7. Besides the means of communication described in the preceding paragraphs the Railway Companies have been urged to adopt the plan which is in operation on some parts of the Continent, of enabling the guard to pass along the train by means of footboards fixed outside the carriages. This suggestion has been very strongly insisted upon, and as long ago as 1851 the then Commissioners of Railways, whose duties were subsequently transferred to a Department of the Board of Trade, issued a circular to the Railway Companies, pointing out how "desirable it was that the power of travelling along trains whilst in motion "should be given to the guards and servants of the Company."

8. Under the excitement produced in the public mind by the death of the late Mr. Briggs, the question of the guards traversing the trains has been revived, and the Railway Companies have been freely charged with culpable indifference to the public safety in having failed to provide this or some other supposed protection, it appearing to be assumed as a matter of course that a communication between passenger and guard would have prevented that catastrophe.

9. A recent and minute inquiry into the whole question, made by a public officer in the interest of the public, has not justified this feeling against the Railway Companies; for Captain Tyler, one of the Inspecting Officers of the Board of Trade, in a report on the subject of "Communications," prepared by him for the information of the Lords of the Committee of Privy Council for Trade, expresses his opinion that "no means of communication could have "prevented the murder of Mr. Briggs."

10. Assuming that some mechanical arrangement, easy of application, certain of action, and otherwise unobjectionable, shall be found, which will enable passengers to communicate with guards while a train is in motion, and believing that the safety of the public in certain cases could only be secured by the possibility of the guard immediately coming to their assistance by means of the footboards, the Sub-Committee has been very anxious to discover how this could be accomplished. It has, however, been compelled to arrive at the conclusion that the construction of railway works and carriages in England absolutely prevents the guard obtaining access to the passengers in any such manner; and it is believed that no Railway Company would be justified, under any circumstances, in calling upon servants to perform a service so perilous, and certain to be fatal in numerous cases, in order to realise the somewhat doubtful benefits anticipated from the adoption of such a precaution. The Sub-Committee has had the opportunity of ascertaining the opinions entertained by the managers of some of those railways abroad, where, for purposes connected with the control of the passengers, and the collection of tickets, *en route*, this system of passing along the trains by means of footboards is in use, and cannot doubt that the amount of risk of life and limb involved in this practice is such as to render its introduction into England utterly unjustifiable, even if possible. Many serious accidents arise from the men falling from the trains, and the liability to this casualty would certainly be increased in England where both the number and speed of trains are so much greater than is general on Continental lines. The Sub-Committee is confirmed in this opinion by Captain Tyler, who, in his report to the Board of Trade, already referred to, states that "communication by footboards, with safety to the servants of the company, "would be impracticable without much alteration and restriction for the future "as to the width of the carriages, and without greater alterations of the works "than can be contemplated in practice." He strengthens his opinion by referring to that of the Commission appointed by the French Government, which reported "that one of its number having been sent into Belgium to inquire "specially into the means for controlling trains in motion, was informed that "the Belgian engineers had estimated that this method of control occasioned "an average of one death per annum." He further observes:—"The number "of miles open for traffic in Belgium in 1860 was 1,288, and the number of "miles now open in England is 12,799. Supposing a proportionate number to be "killed in this country, we should sacrifice 10 lives annually after having gone "to enormous expense in alteration of works and rolling stock, besides wounding "a much greater number of servants of companies in attempting to carry out "this system of communication. Such a result would hardly be satisfactory." It may be observed upon this that the proportion of accidents bears direct relation to the number of trains, and as the number of trains running on the English lines is, mile for mile, much greater than on the Belgian lines, so it is to be feared that Captain Tyler's computation of the number of lives which would be sacrificed is much below what it would prove to be in practice. Captain Tyler points out that the use of footboards would be no protection against assaults; and he illustrates this opinion by a reference to the tragic event which took place on the Eastern of France Railway in December 1860, when M. Poinsot, a judge of one of the district courts, was murdered in a first-class carriage, the murderer having, as is believed, actually obtained access to, and escaped from, the compartment in which M. Poinsot travelled by means of the footboards. A further most significant fact is that the General Commission of Railways in France overruled a recommendation of a Committee of Engineer Officers in favour of footboards. After many years' experience, and with these facts before him, Captain Tyler now also condemns their use.

11. As to the suggestion that the English companies should adopt carriages built upon the American plan, which allows of internal communication from one

one part of the train to the other, by means of a central passage, the Sub-Committee is satisfied that the habits of English travellers would not tolerate any such system. Apart from the enormous outlay which would be involved in a reconstruction of the stock of the different companies to secure a doubtful advantage, the delays which would arise in the loading and unloading of trains on the great railways of England, particularly in the Metropolis and at other great centres of population, would be productive of very serious evils. Any person who has travelled upon railways where these carriages are in use must have observed the great loss of time which is consequent upon the means of leaving and entering them being limited to the doorway at each end, instead of taking place by the more numerous doorways parallel to the platform as in the ordinary English carriages.

12. Upon the more important question as to whether in the interest of the public safety the means of communicating with the guards should be placed at the disposal of the passengers, the following extract from the Report of 1853 expresses so accurately the objections to such an arrangement that this Sub-Committee cannot do better than give it a place in this Report. It is as follows :—

"When discussing and weighing the inferences naturally deducible from the facts and "information which it had collected, the Committee gave its attention, in the first instance, "to the important question of giving to passengers the power of communicating with the "guard. Without overlooking the possibility of such an arrangement being occasionally "of service, the Committee have been unable to persuade themselves that it would not "lead to greater disasters than it could, or any view of the matter, prevent. Unless the "guards and engine drivers had orders to stop the train whenever a passenger made a "signal, the privilege would be useless to the latter. It however requires little acquaint-"ance with railway travelling to be convinced that its dangers would be greatly increased "if the train were to be stopped wherever and whenever a passenger, under the influence "of fear or levity, chose to make a signal."

13. The views expressed by the Clearing House Committee in 1853 were adopted by the French Railway Commission of 1861. That Commission was composed of many eminent men, amongst whom were members of the French Government and Legislature, and engineers of the highest standing, and it was presided over by M. Michel Chevalier. These gentlemen, appointed by the Government, conducting an inquiry upon a matter as to which the public feeling was strongly moved by the murder of M. Poinsot, and not in any way interested in the question as regarded either the convenience, cost, or responsibility of the Railway Companies, felt it their duty from the very first to discard all idea of giving the passenger any power of communication, and they reported as the result of their inquiry into this subject, that such a communication would involve greater danger than advantage. The members of the present Sub-Committee, having given the matter much attention, and having anxiously endeavoured to find some efficient plan for effecting a communication between passenger and guard, are not able to come to a conclusion essentially different from that resulting from the preceding inquiries both in England and France. Nor can they satisfy themselves that this communication is generally desirable or could safely be allowed, except in very special cases, and then only under a stringent law controlling its use by the public. The fact of it being practically impossible that a guard, upon receiving a signal from a passenger, can go at once to the assistance of that passenger, materially limits the use and value of such a communication, for not even the most strenuous advocates for furnishing it can contemplate that the guard in charge of a train should, upon receiving a signal, and without being in a position to judge as to the urgency of the case, then and there stop the train. The inconvenience and positive danger resulting from such a course are too obvious to need further comment.

14. Upon a general review of the information and facts obtained by the present inquiry, the Sub-Committee is obliged to report that none of the means of communication submitted to it are, in their present condition, such as could be relied upon and recommended for general adoption, and that in no case would it be desirable, even if possible, to establish a means of external communication by footboards. The Sub-Committee is, however, of opinion, that it is desirable, if practicable, to give passengers by express or other trains running for a considerable distance without stopping, the means, in cases of emergency, of attracting the attention of the guard, and of enabling him to stop the train

at the next station or under the protection of the next fixed signals, and they recommend that no effort should be spared on the part of the Railway Companies to attain this object, it being borne in mind that, in order to give the public the full advantage of the communication upon the long through trains, many of which traverse several lines of railway, it is absolutely necessary that all the Companies should adopt the same plan. With this view it has been arranged that several of the principal Companies shall continue the experiments upon which they have entered for the purpose of testing some of the most promising inventions. In conclusion, the Sub-Committee must express the conviction that, should it hereafter be found practicable to adopt a means of communication between passenger and guard, it would be necessary before the system, however perfect, could be beneficially or safely put into operation, that Parliament should provide an enactment which would prevent the use of the communication wrongfully, or upon insufficient occasion.

J. S. Forbes,
General Manager, London, Chatham and Dover Railway,
and Chairman of the Sub-Committee.
James Allport,
General Manager, Midland Railway.
W. Cawkwell,
General Manager, London and North Western Railway.
Seymour Clarke,
General Manager, Great Northern Railway.
C. W. Eborall,
General Manager, South Eastern Railway.
J. Grierson,
General Manager, Great Western Railway.
Geo. Hawkins,
General Manager, London, Brighton, and South Coast Railway.
R. Moseley,
General Manager, Great Eastern Railway.
Archd. Scott,
General Manager, London and South Western Railway.

25 March 1865.

APPENDIX.

Report laid before the Railway Clearing House Committee on the 9th March 1853.

1. The Board of Delegates of the Railway Clearing House, at its last quarterly meeting, having resolved that "the question of establishing a communication between guards and engine drivers, and guards and passengers, be again submitted to the consideration of the general managers, with a view to ascertain whether a plan for establishing such a means of communication can be devised which would not create greater dangers than those it is designed to guard against;" the general managers were accordingly summoned, and held several meetings at the Railway Clearing House.

2. It became evident, in the course of the discussion which took place at the first meeting, that the preliminary inquiries which were deemed indispensable to enable these officers to perform the duty assigned to them would be better conducted by a smaller number than were then assembled.

3. The Committee which had in the previous year been engaged in investigating the merits of a plan proposed by the Board of Trade was therefore requested to resume its labours on a more extended scale, and to report on the various contrivances for effecting the desired communication which are now pressed on the attention of Railway Companies.

4. The Committee, thus recalled to action, has held several meetings, and addressed letters to all the British and to a considerable number of Continental Railway Companies, applying for any information which it was in the power of those Companies to give. The Committee has also had an opportunity of reading a large number of written communications, which had been sent to the chairman and others of its members, and of examining the models and drawings of several inventions, aided, in many cases, by the oral explanations of the inventors.

5. One

5. One of these inventions consisted of a metallic rod, to be permanently attached to each carriage, at an uniform height above the rails, with a contrivance at the end of each rod for effecting a self-acting connection when carriages were attached to a train, and for conforming to the variations of distance between the carriages, resulting from the play of the draw-bars. The rods, when connected and used, were to be moved by an endless screw, and to act on a steam whistle fixed to the fire-box of the engine. To this plan, ingenious though it be, there are several objections; the principal being the difficulty of maintaining the rods at an uniform height, and the danger to the porters when coupling the carriages.

6. Another plan consisted of a gutta percha tube, to be likewise permanently attached to each carriage, the continuity of the several tubes to be effected by others of vulcanised india rubber. The signal was in this case to be given to the engine driver by means of a whistle at the end of the tube; and the passengers were likewise to be accommodated by shorter tubes running up from the main one into the carriages. A gutta percha tube, said to be 400 feet long, was produced, but though the whistle could be heard with some distinctness, the attempt to speak audibly through it failed, and showed that it was inapplicable.

7. Another of the exhibitors proposed to use an air whistle, placed in the guard's van, the air to be pumped into a cylinder fitted with a safety valve, and worked by means of a piston rod and eccentric attached to one of the van axles. A member of the Committee stated, when the model was under examination, that a similar apparatus had been tried on the Lancashire and Yorkshire Railway, but with very unsatisfactory results; and other members of the Committee corroborated, from their own experience, the opinion he expressed, that not even the loudest steam whistle could, if placed in the *rear* of a train, be depended on as a signal to the engine driver.

8. Another contrivance was an ingenious application of that part of the arrangements of the electric telegraph which consists in ringing a signal bell. Experience, however, has shown that the agent employed in the electric telegraph is too volatile, and its action too uncertain to render it suitable for the purpose to which the inventor would apply it.

9. One gentleman exhibited a new description of break to be fixed to every carriage, and with such an arrangement for connecting the breaks of all the carriages of a train as would give the guards the means of applying them all at the same instant, and of arresting by this means the attention of the engineman.

10. A member of the Committee produced the model of an apparatus to be placed on the tender for ringing a powerful bell by means of a gutta percha rope carried on supports along the train to the guard's van. The Committee will, in another part of their Report, return to the consideration of this contrivance.

11. Finally, the Committee examined numerous drawings and specifications, but as the plans proposed are little more than modifications of some one or other of the contrivances just referred to, the Committee do not think it necessary to swell their Report with the descriptions of their plans which the parties have respectively given.

12. The Committee having completed the examination of all the models and drawings which had been submitted to their inspection, proceeded to read the replies which had been received from the Continental Companies.

13. According to these replies (copies of which are appended), it appears that in France many unsuccessful attempts have been made to provide an effectual means of communication between the engine drivers and conductors.

14. On the Northern of France, the Paris à Lyons, and the Rouen and Havre Railways, there are no arrangements for that purpose in use.

15. On the Orleans Railway electricity has been employed, but its application has not been found so easy or successful as to induce others to imitate the experiment.

16. On the Montpellier à Cette Railway a mirror is placed in front of the guard, in which the train is reflected, but the plan is admitted to have many defects.

17. It further appears that on the Belgian railways, the footboards have been lengthened in some cases to permit the guard to pass along the train, but that no other means are employed on the railways of the companies from whom replies have been received.

18. On the Dutch Rhenish Railway there is no appliance for making the required signals in use, but on other railways in Holland as well as on the Prussian, Hanoverian, and other German railways, a rope attached to the lever of the engine whistle, or to a bell placed on the tender, is carried along the tops of the carriages, supported on brackets, and placed within reach of the guards and breaksmen. It is added, that this simple contrivance has been found, though the rope occasionally gets jammed when the train is long, to act with sufficient certainty on the rare occasions on which its use has become necessary.

19. When discussing and weighing the inferences naturally deducible from the facts and information which it had collected, the Committee gave its attention in the first instance to the important question of giving to passengers the power of communicating with

with the guard. Without overlooking the possibility of such an arrangement being occasionally of service, the Committee have been unable to persuade themselves that it would not lead to greater disasters than it could, on any view of the matter, prevent. Unless the guards and engine drivers had orders to stop the train whenever a passenger made a signal, the privilege would be useless to the latter. It, however, requires little acquaintance with railway travelling to be convinced that its dangers would be greatly increased if the train were to be stopped wherever and whenever a passenger, under the influence of fear or levity, chose to make a signal. The Committee is not, therefore, prepared, in the first instance, to recommend any arrangement, or regulation, which would put it in the power of the timid or reckless to control the discretion of the guard or engine driver, and to put the safety of the whole train in peril.

20. The Committee is aware that public opinion has been a good deal excited on the subject, and that the Minute of the Clearing House Committee, directing this investigation to be made, alludes to a communication which the Committee is bound to treat with profound respect. The Committee would, therefore, gladly have come to an opposite conclusion, could it have done so consistently with the opinions which its members entertain. Should it, however, appear that the advantages of providing passengers with such means of communication countervail its dangers, the Committee see no mechanical difficulty in the way. But it is of opinion that no such concession should be made until the Legislature has specially guarded against the abuse of the privilege by making it penal.

21. Before leaving this part of the subject, the Committee think it right to state, that in one of the letters received from Germany, reference is made to facilities possessed by the conductor and his assistants for moving round the trains when in motion, and communicating with the passengers; and it is known that in America, where the railway companies make little distinction as regards passengers, the carriages are so constructed and arranged internally, that both the passengers and conductors can move from one carriage to another by means of a passage running through the middle of the entire train.

22. As regards the first of these modes of enabling the guards to move along the train while in motion, this Committee proved in the report on the subject, which the Clearing House Committee forwarded last year to the Board of Trade, and to which it now begs to refer, that though the plan of lengthening the footboards of the carriages for this purpose seemed simple and suitable, there were difficulties in the way of its adoption on British railways which were insuperable.

23. And as regards the American arrangement, it is obvious that it is so opposed to the social habits of the English, and would interfere so much with the privacy and comfort which they now enjoy, that these considerations, apart from others, nearly as important, would forbid its adoption in this country.

24. Having come very reluctantly to the conclusion that neither the German nor American arrangement can be made available, and that it is not expedient at the present moment to adopt the only remaining mode, that of giving to the passengers the power of stopping trains at their discretion, the Committee proceeded to determine the course to be recommended for the purpose of providing engine drivers and guards with a means of mutual communication.

25. The engine driver having already, in the steam whistle, a means of making signals to the guards, which experience has shown to be amply sufficient for all necessary purposes, the object in view would be accomplished, if the guard were provided with an equally certain and efficacious means of arresting the attention of the engine driver. Hitherto, the guard has been assumed to have such a means in the break, which, when suddenly and repeatedly applied, has seldom failed to excite the notice of the engine driver. Recent occurrences, however, have shown that this signal is not to be depended on in all emergencies, and that one more certain in its operation is required.

26. The magnitude of the traffic on the British railways, and the numerous channels through which it flows, lead to the gradual increase and diminution of trains, according as they converge to or diverge from the great centres of industry and population. Frequent re-arrangement and subdivision of trains, at the principal towns and junctions, are the necessary results. This constant change, added to the varying shapes and sizes of the vehicles of which trains are usually composed, is the chief reason why all the attempts hitherto made to supply the guard with an effective signal, by mechanical contrivances, have failed.

27. It is, in fact, indispensable, in consequence of those frequently recurring changes, and the rapidity with which they are made, that the means selected should be of easy application; and, further, that it should be simple, for a complex contrivance, depending for its maintenance in a state of adjustment on spiral springs, india rubber, or other elastic substances, would be liable to constant derangement.

28. It is equally obvious that signals depending solely on sight, whether the medium employed be a reflecting surface, lamp, or flag, or on the vigilance of a person placed (as is the case on the Great Western Railway) in a somewhat elevated position on the tender, must, even under the most favourable circumstances, be uncertain in their operation, and wholly useless in tunnels and in fogs.

29. The

29. The remarks made in a former part of this Report, when treating of air whistles, prove that signals depending on sound, if made at a distance from the engine driver are as little to be relied on as those depending on sight. Several members of the Committee have at various times conducted experiments having sound for their basis, and the result has invariably been, that no noise, however loud, shrill, or continued, whether the sound was produced by compressed air, trumpets or gunpowder, could be heard, even when the train was short, when there was a head wind, or when the speed of the train was considerable.

30. The electric fluid, as the Committee has already had occasion to observe, is too subtile, and the apparatus used for evolving and conducting it is too delicate for the rough usage and the disturbing causes to which they would be exposed when trains are in motion.

31. The Committee is therefore satisfied that no signals depending on sight, on distant sound, or on complex contrivances of any kind, can be so adapted to the varying circumstances of a railway train as to make the communication at all times certain, and that the only feasible means of accomplishing the object in view is by machinery enabling the guard, when in his van at the rear of the train, to strike a bell fixed to the tender. A great variety of schemes to effect this have been, from time to time, made public, and many of them are secured by patent.

32. The Committee, keeping in view that the mode selected must have the qualities of simplicity of construction, facility of adjustment, and certainty in action, is of opinion that the following plan will be found best suited to fulfil those conditions:—

33. It is proposed that every tender should have a loud sounding bell attached to it, at a point as close as possible to the place where the engine driver usually stands; that the apparatus to be used for striking the bell be fitted with a contrivance for easily attaching a rope or line to it; that each guard's van be fitted with a drum having two divisions, the one smaller than the other; that the larger division be of sufficient capacity to hold wound round the drum a coil of line equal in length to the maximum length of the trains; that in the smaller division a cord be fixed to and wound round the drum, having a balance weight always in action suspended from the end of it, for the purpose of keeping the signal line in a state of tension; and that the lever of the bell be fixed down by a spring of sufficient strength to resist this counterpoising weight, as well as the strain on the line at starting, and at other times, so that the bell may never ring except by the act of the guard; and, finally, that the signal line, when used, be carried along the carriages in the way in which experience may show to be the best, supported by spring receivers of a simple construction, and be attached to the lever of the bell.

34. The guard, when desiring to make a signal to the engine driver, will simply have to turn the handle of the reel, and sound the bell, and when his journey is ended it will be his duty to detach the line from the bell, and wind it round his reel.

35. The line to be used may be made of hemp, copper wire, or gutta percha. Which of these materials is preferable must be determined by future experiments, so must also the kind of apparatus for striking the bell which will make it give out the loudest sound; but the bell has been selected in preference to the whistle, because the latter is now used for a variety of purposes, which, if increased, might lead to confusion, and because experiments made with bells, at the request of the Committee, have shown that they will answer the purpose.

36. Having thus described the arrangements which the Committee think most suitable, it remains, in conclusion, to observe, that unless the plan be accepted and applied by all the companies who interchange rolling stock, its purpose will be defeated. It will therefore be necessary, should the delegates of the Clearing House approve the decision to which the Committee has come, that steps should be taken to ensure the immediate and general adoption of the plan by all the associated companies, in order that every tender may at once be fitted with a bell, every guard's van with a drum, reel and balance line, the frame of every railway vehicle with the necessary number of spring receivers on both sides, and every guard with a signal line of the requisite length.

Mark Huish,
General Manager, London and North Western Company, and
Chairman of the Committee.
Thos. E. Harrison,
Engineer, York, Newcastle and Berwick Railway.
Joseph Sanders,
General Manager, Midland Railway.
Seymour Clarke,
General Manager, Great Northern Railway.
S. P. Bidder,
General Manager, North Staffordshire Railway.
James Allport,
General Manager, Manchester, Sheffield and Lincolnshire Railway.
J. M. Laws, R.N.,
General Manager of the Lancashire and Yorkshire Railway.

RAILWAY TRAINS.

COPIES of CIRCULAR of 30 July 1864 from the Board of Trade to the Railway Companies, on the subject of a Means of COMMUNICATION between different parts of a RAILWAY TRAIN whilst in MOTION; of CORRESPONDENCE between the Board of Trade and the Committee of the Railway Clearing House; and, of the REPORTS by the Committee and by Captain *Tyler* on the same subject.

(*Sir William Gallwey.*)

Ordered, by The House of Commons, *to be Printed,*
8 *June* 1865.

344.

Under 3 *oz.*

CAPE TOWN AND DOCK RAILWAY.

RETURN to an Address of the Honourable The House of Commons, dated 15 June 1865;—*for*,

"COPY or EXTRACTS of CORRESPONDENCE between the COLONIAL OFFICE, and the GOVERNMENT of the CAPE COLONY and the DIRECTORS of the CAPE TOWN and DOCK RAILWAY, respecting that Undertaking."

Colonial Office, 5 July 1865.

C. FORTESCUE.

(*Mr. Arthur Mills.*)

Ordered, by The House of Commons, *to be Printed*, 6 *July* 1865.

SCHEDULE.

DESPATCHES FROM THE GOVERNOR.

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CORRESPONDENCE BETWEEN THE COLONIAL OFFICE AND THE DIRECTORS OF THE CAPE TOWN AND DOCK RAILWAY.

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10.	Sir Frederic Rogers, Bart., to G. Lathom Browne, Esq. - -	4 May „	53

COPY of EXTRACTS of CORRESPONDENCE between the COLONIAL OFFICE and the GOVERNMENT of the CAPE COLONY and the DIRECTORS of the CAPE TOWN and DOCK RAILWAY, respecting that Undertaking.

Despatches from the Governor.

— No. 1. —

(No. 94.)

COPY of a DESPATCH from Governor Sir *P. E. Wodehouse*, K.C.B., to the Right Honourable *Edward Cardwell*, M.P.

No. 1. Governor Sir P. E. Wodehouse, K.C.B., to Right Hon. E. Cardwell M.P. 19 Sept. 1864.

King William's Town, 19 September 1864.

Received 23 November 1864.

Answered, No. 882, 3 May 1865 (page 23).

Sir,

I HAVE the honour to forward Memorials presented on behalf of the Cape Town Railway and Dock Company, praying that an Act passed during the late Session of the Colonial Parliament, No. 34, intituled "An Act for explaining the 41st Section of the Act, No. 35, of 1861," may not receive the confirmation of Her Majesty. Enclosure No. 1. Enclosure No. 2.

The Act in question, which was not introduced by the Government, was intended to settle long-pending disputes that had arisen between the Wellington Company and that of the Wynberg Railway, which had been authorised by law to form a junction with the line of the latter, relative to the terms on which the two lines should be worked. Enclosure No. 3.

I submit for your information a memorandum prepared by the Attorney General, explaining fully the grounds on which he is prepared to vindicate the present Act; and I will therefore only add that there is every probability of an agreement between the Companies. Enclosure No. 4.

I have, &c.

(signed) *P. E. Wodehouse.*

Enclosure 1, in No. 1.

(L.S.) *P. E. Wodehouse.*

ACT No. 34, of 1864. Encl. 1, in No. 1.

CAPE OF GOOD HOPE.

ACT explaining the Forty-first Section of the Act No. 35, of 1861.

WHEREAS it is, in and by the forty-first section of the Act No. 35, of 1861, declared and provided that the Wynberg Railway Company shall have the right of forming a junction with the Cape Town and Wellington Railway at the spot where the said Wynberg Railway shall join in the said Cape Town and Wellington Railway, and that the provisions of the twenty-first section and the sixth section of the second schedule annexed to the contract executed between the Colonial Government and the Cape Town Railway and Dock Company, shall be applicable to the provisions of the said Act, No. 35, of 1861, in like manner as if the said Wynberg line had been a branch line formed by Government: And whereas it is expedient to explain the said forty-first section, and to declare and enact that the said Wynberg Railway Company, which has formed a junction with the Preamble.

Cape Town and Wellington Railway Company, at or near the station of the latter company, known as the Salt River station, should be entitled, upon payment of the tolls or compensation hereinafter mentioned, to use and run engines, carriages, and trucks, properly constructed upon and over the lines of rails between the said junction at or near the Salt River station aforesaid, and the station of the said Cape Town Railway and Dock Company in Cape Town: Be it therefore enacted and declared by the Governor of the Cape of Good Hope, with the advice and consent of the Legislative Council and House of Assembly thereof, as follows:

Running powers over portion of Cape Town and Wellington line of Railway, and use of Cape station, given to Wynberg Railway Company.

1. From and after the promulgation hereof, the said Wynberg Railway Company shall be entitled to use and run engines, carriages, and trucks, properly constructed, upon and over the lines of rails between the junction of the said Wynberg Railway Company with the Cape Town and Wellington Railway at or near Salt River, and the Cape Town station of the said last-mentioned company, and to use such stations.

Amount of compensation for such use to be settled by arbitration.

2. The amount of compensation or tolls to be paid by the Wynberg Railway Company to the said Cape Town Railway and Dock Company, for the use of the said lines and stations, and all questions or controversies whatsoever relative to any matter or thing connected with such use, shall be referred to, and determined by, three persons; one to be nominated by the Governor, one other by the Wynberg Railway Company, and the third by the Cape Town Railway and Dock Company, and the decision of any two of such three persons shall be final; the cost of such arbitration to be in the discretion of the arbitrators.

How arbitrators shall be appointed.

Given at Government House, this 26th day of July 1864.

By command of His Excellency the Governor,

(signed) *R. Southey*, Colonial Secretary.

Passed by the House of Assembly,
(signed) *H. le Sueur*,
Clerk of the House of Assembly.

Passed by the Legislative Council,
(signed) *James A. Fairbairn*,
Clerk of the Council.

Enclosure 2, in No. 1.

Encl. 2, in No. 1.

Cape Town Railway and Dock Company, Cape Town,
13 August 1864.

Sir,

Referring to my letter (No. 1387) of the 9th July last, enclosing a memorial to His Excellency the Governor, praying that he would withhold his assent to the Wynberg Railway Amendment Bill of last Session,

I have now the honour to enclose herewith a memorial on the same subject addressed to His Excellency on behalf of the Cape Town Railway and Dock Company, by the chairman, deputy chairman, and managing director in London.

This memorial is dated the 5th July, and only came to hand by the mail steamer on the 11th instant. It was evidently prepared under a full impression that it would reach His Excellency previous to the termination of the Session, as the prayer requests His Excellency to withhold his consent from the Bill in question, and to forward the memorial to H. M. Secretary of State for the Colonies.

As all the formalities necessary for making the Wynberg Amendment Bill law in this Colony have already been gone through, it only remains for me now, acting on behalf of the Cape Town Railway and Dock Company, humbly to request His Excellency to accede to the second part of the prayer, and to forward the memorial, as desired, to H. M. Secretary of State for the Colonies in London.

If not already done, I should feel greatly obliged if His Excellency would at the same time transmit to the Colonial Office in England copy of my memorial to His Excellency, above mentioned, dated 9th July, together with that of the two petitions therein referred to.

I have, &c.
(signed) *Thos. Watson*,
General Manager and Agent of
Cape Town Railway and Dock Company.

To the Honourable the Colonial Secretary.

To His Excellency Sir *Philip Edmund Wodehouse*, K.C.B., &c., &c., &c.

The Memorial of the Cape Town Railway and Dock Company, being a Company incorporated by an Act of the Imperial Legislature passed in the 18th and 19th years of the reign of Her present Majesty, cap. 140, intituled "The Cape Town Railway and Dock Act, 1855,"

Humbly showeth that,

1. By an Act of the Parliament of the said Colony of the Cape of Good Hope (No. 20 of 1857), intituled "An Act for the Construction of a Railway from Cape Town to Wellington," it was enacted that it should be lawful for the Governor of the Colony for the time being to make and conclude with any joint-stock company, and upon the best terms for the Colony which the Governor should be able to secure, a contract for the construction and working of the railway proposed to be made from Cape Town to Wellington in the said Colony.

2. In pursuance of this Act, His Excellency Sir George Grey, being then the Governor of the Colony, with the advice of the Executive Council, framed and published in the Colony and in England certain conditions, upon the basis of which tenders were invited for the construction and working of a line of railway from Cape Town to Wellington; and one of these conditions (viz. the second condition of the second schedule) was as follows:—"The contracting party shall possess the exclusive right of having and working a railway upon this line during the term of years to be specified in the contract as the term of years for which the Government guarantee hereinafter described is to subsist."

3. Upon the basis of these conditions, the Cape Town Railway and Dock Company tendered for the construction and working of the proposed line of railway from Cape Town to Wellington, in consideration of the Colonial Government guaranteeing to the company a sum equal to 6 per cent. per annum upon the sum of 470,000 *l.*, for the term of 50 years next after the opening of the railway for traffic.

4. This tender of the Cape Town Railway and Dock Company was accepted, and articles of contract, bearing date the 5th day of October 1858, and made between His Excellency Sir George Grey, Governor of the Colony, of the one part, and the Cape Town Railway and Dock Company of the other part, were duly executed; and all the said conditions, and especially the said recited condition, were expressly embodied in, and formed part of, the said articles of contract.

5. On the faith of such conditions and contract being duly observed and kept on the part of the Colonial Government, capital requisite for the construction and working of the said line of railway, amounting to upwards of 650,000 *l.*, has been subscribed and paid by the Cape Town Railway and Dock Company, nearly all the shareholders of the company being resident in England, and unrepresented in the Colony.

6. On the faith of such conditions and contract being duly observed and kept by the Colonial Government, the Cape Town Railway and Dock Company have constructed, to the satisfaction of the Government engineer in the Colony (as testified by his formal certificate), and are now working, the whole of the said railway from Cape Town to Wellington, and the company have performed their part of the said contract.

7. By Act, No. 35, of 1861, of the Colonial Parliament, the Wynberg Railway Company was incorporated for the purpose of constructing and working a line of railway between Cape Town and Wynberg, with the right of forming a junction with the line of the Cape Town Railway and Dock Company.

8. The Cape Town Railway and Dock Company have recently been informed that a Bill has been introduced into the Parliament of the Colony during the present Session by the Wynberg Railway Company, for the purpose of amending the Act, No. 35, of 1861, and of giving to the Wynberg Railway Company running powers over the railway of the Cape Town Railway and Dock Company between Salt River and Cape Town.

9. The Cape Town Railway and Dock Company humbly submit to your Excellency (that, apart from the questions which they will presently raise as to the practical dangers likely to result from the granting of such running powers to any other company, and as to the claim of the Wynberg Railway Company to obtain such powers) the Act now proposed by the Wynberg Railway Company, in that it seeks to interfere with the exclusive working by the Cape Town Railway and Dock Company of their line of railway between Cape Town and Wellington, would be a direct violation of the contract upon the faith of which the said capital of 650,000 *l.* was subscribed almost entirely in England; it would be a breach of faith towards the shareholders and debenture-holders of the said company; and it would destroy the confidence hitherto existing in England, that the Government of the Cape of Good Hope is true to its engagements.

10. The Cape Town Railway and Dock Company might properly rest their case here, but they are prepared to go further, and to show, that if even no such exclusive rights as aforesaid were secured to them by contract, it would yet be injurious to them, and

 detrimental

detrimental to the public interests for any running powers over their railway to be granted to any other company, and also that the Wynberg Railway Company do not really require, and have by their own conduct disentitled themselves to, any such concession.

11. In the year 1853, the question of the expediency of granting running powers to one company over the railway of another company, formed a subject of enquiry before a Select Committee of the House of Commons, who reported as follows: "Your Committee would advert to running clauses or powers conceded to one company of using, without permission, the line of another. The exercise of these powers is attended by many objections on the score of safety to the passengers conveyed in the trains of both companies, and it is in evidence before your Committee that when obtained from Parliament, these powers are sometimes employed, not in the way which Parliament designed to create for the public—a means of communication which would not otherwise exist, but for the widely different purpose of obtaining for the company to which they have been granted a pecuniary concession from the other company. Your Committee recommend that running powers should generally be discouraged on the score of danger, and conceded only in cases where the public object of free transit from one system to another cannot practically be insured by other means."

12. The recommendation of this Committee has been very generally adopted, and Captain Galton, in reporting to the Lords of the Committee of the Privy Council for Trade, in 1857, says, "It has become a very general practice for railways which are subsidiary to the lines of existing railway companies, and which have been constructed by independent companies, to be worked by the existing larger company;" and adds his opinion, that this mode of working is advantageous to both parties, and generally to the public.

13. The danger contemplated by the Select Committee of the House of Commons would be aggravated, in the present instance, by the fact that it is proposed to exercise these running powers over the portion of the line nearest the capital, on which the traffic is, of course, the greatest.

14. But the Wynberg Railway Company, during the last Session of Parliament, obtained an Act, No. 23, of 1863, for the express purpose of enabling them to do without such running powers, by extending their own line from Salt River to Cape Town; and this Act recently received the Royal assent. Therefore, if the Act now proposed were passed, the Wynberg Railway Company would have powers not only to use an independent line of their own, between Salt River and Cape Town, but also to run over the line between the same places of the Cape Town Railway and Dock Company, both of which powers are clearly unnecessary.

15. Again, after the passing of the said last-mentioned Act through Parliament, and before it received the Royal assent, the Wynberg Railway Company applied to the Cape Town Railway and Dock Company to lease their line, and by certain correspondence between the two companies, an agreement was entered into whereby the principal conditions of such a lease were settled, and it was proposed to refer the minor points left unsettled to the decision of the colonial railway engineer.

16. The Directors of the Cape Town Railway and Dock Company in England, believing that the agreement so entered into would be concluded and carried into effect by the Wynberg Railway Company, have purchased and shipped to the Colony all the rolling stock necessary for working the Wynberg Railway under such lease. But the Wynberg Railway Company refused to refer the said minor points in dispute to arbitration, and withdrew from the agreement, and have now applied to Parliament for running powers over the line of the Cape Town Railway and Dock Company.

17. The Cape Town Railway and Dock Company submit that the proposed conditions of this lease were fair and reasonable; they received the approval of your Excellency, and they would have ensured the efficient working of the Wynberg Railway with far greater advantage to the public than the use of any such running powers could give.

18. In reference to the said proposed lease, it was arranged between the Colonial Government and the Cape Town Railway and Dock Company, that any profits which might arise to the company from the working of the Wynberg Railway under that lease, should be carried to the credit of the general revenue of the company, in aid of the Government guarantee mentioned in the third paragraph of this memorial.

19. To recapitulate briefly: the Cape Town Railway and Dock Company humbly, but urgently, submit to your Excellency that the Wynberg Railway Company are not in a position, and have disentitled themselves to ask for, and do not need, running powers over the line of the Cape Town Railway and Dock Company, between Salt River and Cape Town. And such running powers, always dangerous and to be avoided if possible, are doubly so in the present instance, and that they cannot be granted against the wish of the Cape Town Railway and Dock Company without a direct violation of an express agreement.

Wherefore your memorialists humbly pray that your Excellency will withhold your consent

consent from such a Bill, and that this memorial may be forwarded to Her Majesty's Secretary of State for the Colonies. And your memorialists, &c., &c.

Given under the Common Seal of the Cape Town Railway and Dock Company, this 5th day of July 1864.

Sealed in the presence of—

(signed) *H. Watson*, Chairman. (L. S.)
John Borradaile, Deputy Chairman.
G. Lathom Browne, Managing Director.

Enclosure 3, in No. 1.

To His Excellency Sir *Philip Edmund Wodehouse*, K.C.B., &c., &c., &c. Encl. 3, in No. 1.

The Memorial of Thomas Watson, Agent and General Manager of the Cape Town Railway and Dock Company,

Humbly showeth,

THAT your petitioner has observed that a Bill, entitled "A Bill for Amending the 41st Section of Act No. 35, of 1861," the object of which is to give to the Wynberg Railway Company power to use and run railway engines, carriages, and trucks upon and over the line of rails of the Cape Town and Wellington Railway, between the Salt River station and Cape Town, has been read a second time in the Honourable the Legislative Council. That in reference to the said Bill, your petitioner craves leave to refer your Excellency to a petition dated 12th May, addressed to your Excellency by the then resident engineer and agent of the said Cape Town Railway and Dock Company, and also to a petition addressed by the then representatives of the said company, to the Honourable the Legislative Council, a copy of which last-mentioned petition is herewith enclosed.

That, as the reasons of the representatives of the said company in this Colony against the provisions of the said Bill are fully set forth in these documents, your petitioner deems it unnecessary to enter into a recapitulation thereof, but would humbly beg to impress upon your Excellency the fact that, as almost the whole of the proprietors of the line which it is proposed to deal are resident in England, it would, in the opinion of your petitioner, be inconsistent with equity and justice to pass a law so seriously affecting the interests guaranteed to them in England under the contract, without affording them an opportunity of stating their objections through counsel, or otherwise, or of adopting such steps as they might deem essential for the due protection of their rights.

Under these circumstances, your petitioner humbly prays that, in the event of the said Bill passing both Houses of Parliament, your Excellency may be pleased to withhold your assent thereto, leaving it to Her most gracious Majesty the Queen to deal therewith in such manner as she might, in Her wisdom, deem fit and proper. And your petitioner would further pray that, in such case, your Excellency may be pleased to transmit to the Right Honourable the Secretary of State for the Colonies, copies of this memorial, and of the aforesaid petitions.

And your petitioner, as in duty bound, will ever pray.

(signed) *Thomas Watson*,
Agent and General Manager of the Cape Town Railway and Dock Company.

Cape Town, 9 July 1864.

To His Excellency Sir *Philip Edmund Wodehouse*, Knight Commander of the most Honourable Order of the Bath, Governor and Commander in Chief of Her Majesty's Colony of the Cape of Good Hope, in South Africa, and of the Territories and Dependencies thereof, and Vice-Admiral of the same, and Her Majesty's High Commissioner, &c., &c., &c.

The Petition of William George Brounger, Resident Engineer in this Colony of the Cape Town Railway and Dock Company; the Contractors for the construction and working of the Cape Town and Wellington Railway; and John Reid and Henry Reid, and John Robertson Reid, Agents of the said Company, being the representatives in this Colony of the said Company,

Humbly showeth,

THAT from certain proceedings which took place at a meeting of the shareholders of the Wynberg Railway Company on the 11th instant, your memorialists have reason to believe that application will be made to your Excellency to introduce a Bill into the present Parliament for the purpose of conferring upon the Wynberg Railway Company running powers over a portion of this Company's line, viz., that between Salt River and Cape Town.

That your petitioners beg to refer your Excellency to the 2d article of the 2d schedule to the contract between the Colonial Government and this company, dated 5th October 1858, whereby it is provided that the "contracting party shall possess the exclusive right of having and working a railway upon this line, during the term of years to be specified in the contract as the term of years for which the Government guarantee hereinafter described is to subsist."

That, during the Session of 1862 a Bill was introduced into Parliament, whereby it was proposed to confer powers upon the said Wynberg Railway Company to use the said portion of this company's line, in consequence of which the representatives of this company presented a petition to the Honourable the House of Assembly, respectfully praying that the provisions for the aforesaid purpose might be expunged from the said Bill, and the said powers were accordingly not granted.

Your memorialists would beg respectfully to refer your Excellency to the said petition as well as to the letter therein mentioned, addressed by Mr. Brounger, the engineer of the company, to the Honourable the Colonial Secretary, dated 10th June 1862; copies of which will be found in the Report of the Select Committee on the Worcester and Malmesbury and Port Elizabeth Railways of 1862.

That your memorialists beg further to represent, that by certain correspondence between this company and the Wynberg Railway Company, an agreement was entered into whereby the conditions of a lease were either settled, or provision made for their settlement, which your Excellency was pleased to approve, and which this company is not only ready and willing to carry out, but which they conceive ought to be binding upon both parties.

That, in the opinion of your memorialists, the said conditions are fair and reasonable, and are such as would ensure the efficient and economical working of the railway, with advantage to the public, and without that delay which must otherwise occur.

That your memorialists would further represent that Act, No. 23, of 1863, was granted for the purpose of enabling the Wynberg Railway Company to dispense with such running powers, by extending their line into Cape Town.

Your petitioners, therefore, humbly submit, that not only would it be a violation of the conditions of the aforesaid contract with this company to confer upon the Wynberg Railway Company such running powers as those demanded by them, but the said agreement, as well as the said Act for the extension of the line, render the same altogether unnecessary and uncalled for.

Wherefore your memorialists humbly pray that, in case such application should be made, your Excellency may be pleased not to introduce a Bill for the aforesaid purpose.

And your petitioners, as in duty bound, will ever pray.

(signed) *W. G. Brounger.*
J. & H. Reid and Nephew.

Cape Town, 12 May 1864.

Cape of Good Hope.

Petition of Directors of the Cape Town Railway and Dock Company against the Wynberg Railway Act Amendment Bill.

To the Honourable the Legislative Council of the Colony of the Cape of Good Hope.

The Petition of John Bardwell Ebden, Chairman of the Committee of the Cape Town Railway and Dock Company; the Contractors for the construction and working of the Cape Town and Wellington Railway, and acting in the name of the said Committee; William George Brounger, Resident Engineer in this Colony of the said Company; and Henry Reid, and John Robertson Reid, Agents of the said Company, being the representatives in this Colony of the said Company,

Humbly showeth,

That your petitioners have observed in the Government Gazette of 13th May 1864, a notice signed by the Chairman of the Wynberg Railway Company, from which it appears that Parliament will be petitioned by the said company during the present Session, for leave to bring in a Bill to amend the 41st section of Act No. 35, of 1861, and to obtain running powers upon the rails laid down by the Cape Town Railway and Dock Company, between Salt River and Cape Town.

That in reference to the said notice, your petitioners would beg to refer your Honourable Council to the 2d condition of the 2d schedule, to the contract between the Colonial Government and this company, dated 5th October 1858; whereby it is provided that "The contracting party shall possess the exclusive right of having and working a railway upon this line during the term of years to be specified in the contract as the term of years for which the Government guarantee hereinafter described is to subsist."

That the said condition is one of those which were originally proposed by the Colonial Government; the schedules to the said contract having been prepared by the said Government without any reference to, or communication whatever with, the Cape Town Railway and Dock Company; which schedules, embodying the same condition, were published and given out in England as containing the conditions upon which tenders would be accepted by,

by, or on behalf of the Colonial Government, for the construction and working of the said Cape Town and Wellington Railway; and the said Company, upon the faith of such conditions being duly observed and kept, did tender for the construction and working of the said Railway, and their tender was accordingly accepted.

That in and by the said contract, which was executed in pursuance thereof, the said schedules, and the said condition form part and parcel of the agreement between the parties; and upon the faith and assurance thereof, the shareholders, of whom nearly the whole are in England, advanced the requisite capital for the construction and working of the said Railway.

Your petitioners therefore humbly submit that such an Act as that now proposed by the Wynberg Railway Company, would not only be a direct violation of the aforesaid condition, upon the faith of which the said funds were subscribed almost entirely in England, but that the same would also be productive of most injurious consequences, and would completely shake the confidence of the shareholders in the rights which were guaranteed to them, and in that faith which ought always to be observed under such circumstances.

That during the Session of 1862 a Bill was introduced into Parliament, whereby it was proposed to confer powers upon the said Wynberg Railway Company to use the said portion of the Cape Town and Wellington Railway between Salt River and Cape Town, in consequence of which the representatives of the Cape Town Railway and Dock Company presented a petition to the Honourable the House of Assembly, respectfully praying that the provisions for the aforesaid purpose might be expunged from the said Bill, and the powers were accordingly not granted.

Your petitioners would beg respectfully to refer your Honourable House to the said petition, as well as to the letter therein mentioned, addressed by your petitioner, the said William George Brounger, to the Honourable the Colonial Secretary, dated 10th June 1862, in which is pointed out the serious danger to the public, often resulting in loss of life and ruinous injury to property, arising from the use of such powers, and from which it appears that in the year 1853 this matter formed a subject of enquiry before a Select Committee of the House of Commons, who reported as follows: "Your Committee would advert to running clauses, or powers conceded to one company, of using, without permission, the line of another. The exercise of these powers is attended by many objections on the score of safety to the passengers conveyed in the trains of both companies; and it is in evidence before your Committee that, when obtained from Parliament, these powers are sometimes employed, not in the way which Parliament designed, to create for the public a means of communication which would not otherwise exist, but for the widely different purpose of obtaining for the company to which they had been granted a pecuniary concession from the other company. Your Committee recommend that running powers should generally be discouraged on the score of danger, and conceded only in cases where the public object of free transit from one system to another cannot practically be insured by other means."

The recommendation of this Committee has been very generally adopted, and Captain Galton, in reporting to the Lords of the Committee of Privy Council for Trade, in 1857, says, "It has become a very general practice for railways which are subsidiary to the lines of existing railway companies to be worked by the existing larger company;" and adds his opinion that this mode of working is advantageous to both parties, and generally to the public. Copies of the petition and letter referred to will be found in the Report of the Select Committee on the Worcester, Malmesbury, and Port Elizabeth Railways of 1862.

Your petitioners beg further to represent to your Honourable Council that an Act to provide for such powers as those referred to in the said notice is altogether unnecessary and uncalled for. First, because during the last Session of Parliament the Act No. 23 was, at the instance of the said Wynberg Railway Company, passed for the purpose of enabling them to dispense with such running powers as aforesaid, by extending their line from Salt River into Cape Town, which Act recently received the Royal Assent, and was duly promulgated by his Excellency the Governor on the 10th of the present month. That if such an Act were passed, the said Wynberg Railway Company would thus not only have the power to construct and use an independent line of their own, but they would also, contrary to the aforesaid condition, have the power to run over a portion of the line of the Cape Town and Wellington Railway, both of which are clearly unnecessary. Secondly, because, since the last Session of Parliament, the Wynberg Railway Company made a proposal to the Cape Town Railway and Dock Company to lease their line, and by certain correspondence which subsequently passed between the two companies, an agreement was entered into whereby the principal conditions of a lease were concluded and provision made for the settlement of details, which conditions, having been submitted to his Excellency, he was pleased to intimate to the Cape Town Railway and Dock Company that he would be willing to sanction a lease upon such conditions.

That the Cape Town Railway and Dock Company is not only ready and willing to carry out the said agreement for a lease, but they conceive the same ought to be binding upon both parties.

That, in the opinion of your petitioners, the conditions so agreed upon are fair and reasonable, and such as would insure the efficient and economical working of the railway with advantage to the public, and without that delay which must otherwise occur.

In reference to the said agreement, it was arranged between the Colonial Government and the Cape Town Railway and Dock Company, that any profits which should arise from the working of the said Wynberg Railway, under the said lease, would be carried to the credit of the general revenue of the company in aid of the guarantee.

That the Board of Directors of the Cape Town Railway and Dock Company, believing that the said agreement would be carried out in good faith by the Wynberg Railway Company, have procured the rolling stock necessary for working the said Wynberg Railway, part of which is now, as your petitioners believe, on the way out to the Colony.

That the only points really in dispute between the two companies are of minor importance, and might readily be settled in the manner agreed to by both parties, namely, by reference to the Colonial Railway Engineer.

Your petitioners, therefore, humbly submit that not only as aforesaid would such an Act as that sought by the Wynberg Railway Company be a violation of the condition of the aforesaid contract with this company, but the same is rendered altogether unnecessary, as well by the said Act for the extension of the line into Cape Town as by the said agreement for a lease, which the Cape Town Railway and Dock Company is perfectly willing and prepared to carry into effect.

Wherefore your petitioners humbly pray that your Honourable Council may be pleased not to grant any powers of the nature of those referred to in the said notice.

And your petitioners, as in duty bound, will ever pray.

(signed) *J. B. Ebden.*
W. G. Brounger.
Henry Reid.
John R. Reid.

Enclosure 4, in No. 1.

Encl. 4, in No. 1. The Wynberg Railway Company and the Cape Town Railway and Dock Company.

MEMORIAL of the latter against the Act giving Running Power to the former.

MEMORANDUM.

I HAVE reason to believe that these two Companies have virtually concluded an agreement by which the Cape Town Railway and Dock Company will lease the Wynberg Railway Company's line, upon certain terms and conditions which promise to be satisfactory to both parties, and advantageous to the public. Should this agreement be finally concluded, as it probably will be in a few days, I presume that the opposition of the Cape Town Railway and Dock Company to the Act, No. 34 of 1864, conferring running powers upon the Wynberg Company, will be withdrawn, or, at all events, not pressed.

2. The Act, No. 34, 1864, was not a Government measure. It was introduced into Parliament by a private Member; but my own opinion was that it did not propose anything of which the Cape Town Railway and Dock Company could reasonably complain.

3. I do not read the second condition of the second schedule as containing anything inconsistent with the grant of running powers to the Wynberg Company, upon the terms stated in the recent Act. The second condition was meant, I conceive, to secure to the contracting party the exclusive right of having and working a railway upon the line between Cape Town and Wellington, *viâ* Stellenbosch and the Paarl. The contracting party was to be secure from the competition of any rival company having and working another railway between Cape Town and Wellington, *viâ* Stellenbosch and the Paarl. I do not think that the second condition goes further than this, or that it stipulates that running powers should not be given to communicating railways.

4. The 21st condition of the second schedule, if it did not reserve to the Colonial Government running powers for the branch lines referred to in that condition, failed in what was apparently its object. That 21st condition gave to the Colonial Government the right of forming branch lines to communicate with the Cape Town and Wellington Railway, and provided that all questions connected with the working of these branch and communicating lines should be settled by arbitration.

5. I believe that the Wynberg Company considered that it had by the 41st section of the Act, No. 35, 1861, obtained running powers. This was denied by the Cape Town Railway and Dock Company. Then came long negociations about the terms upon which the Cape Town Railway and Dock Company should lease and work the Wynberg Railway. Each party blames the other for the failure of these negociations. I am not in a position to state whether the company, which unexpectedly found itself at the mercy of the other, offered too little, or whether the company which felt itself master of the situation, desired to exact too much. I was in Europe, on leave, when these matters were discussed, and have formed my impression of the merits of the controversy upon evidence too defective to justify me in offering an opinion.

6. Then

6. Then Parliament passed the Act, No. 23, 1863, authorising the Wynberg Company to bring their line on into Cape Town, so as to avoid the other railway altogether. I should imagine that the expectation was that the real operation of this Act would be to bring about an arrangement between the companies, not to waste the money of the Wynberg Company in making an unnecessary line, to deprive the Cape Town Railway and Dock Company of all share in the profits of what promises to be the best paying piece of railway in South Africa, and to injure very seriously the most important approach to Cape Town, that by the Castle, where there is no room for a second line. But whatever may have been the expectations under which this Act was passed, it did not bring about an agreement. Both parties, as before, stood out for their own views, and both parties blamed each other as before.

7. The public has a great interest in the adoption of any arrangement by which the bringing of a second railway into Cape Town shall be rendered unnecessary. The Wellington Railway occupies the passage through the Imhoff Battery. The Wynberg line could not be laid down there. If laid down at all it must, I presume, be laid down on the other side of the Castle; and, although nothing of an engineer, I cannot doubt that a railway there would seriously interfere with the only approach that connects the city with the country.

8. By the original contract, the Cape Town Terminus of the Wellington Railway was at Fort Knokke. By a second contract, the railway was continued from Fort Knokke into the Parade. The Government need not have entered into that second contract. Now, I may almost say, that the Act, No. 34, 1864, does not give running powers over the line for which the Cape Town Railway and Dock Company originally contracted. It is true that running powers may be exercised over the line from Salt River Station to the Parade, and true that Salt River Station is a little further off than Fort Knokke, and true also that the Cape Town Railway and Dock Company may urge that running powers over the continuation, made under the second contract, interferes with the working of the line originally contracted for. But there is a double line of rails upon the whole line over which running powers can be exercised, and as the public interest demands that there should not be laid down a third line without the most absolute necessity, I conceive that the grant of running powers may be fairly justified.

9. I have said that I regard the original contract as guaranteeing to the contracting party that its railway should be the only railway from Cape Town to Wellington, *viâ* Stellenbosch and the Paarl, but not as guaranteeing that there should be no running powers granted over any part of that railway to any of those branch lines whose right of communication was stipulated for by Government. The 21st condition of Schedule No. 2, rather goes to show that the arbitrators therein mentioned might award running powers if of opinion that circumstances called for them. But waiving that, I do not see the injustice done by Parliament in giving running powers upon the terms that a full compensation, to be assessed by a fair and impartial arbitration, shall be made for the privilege conceded. I am aware that nothing but the public good can justify the Parliament in giving A. B. a right of way over C. D.'s property, even upon the terms of paying for it to the full. But the public good did, I think, require this in the present case, as, otherwise, the great and only entrance to the city would be interfered with. And the Wellington Railway is itself laid down over much private property, taken by Act of Parliament at a valuation.

10. Although the two companies are, as I said, about to come to an agreement by which the older company shall work the newer company's line, the fate of the late Act will not, therefore, cease to be of consequence. The lease is intended to be one for 19 years, with a power to either company to terminate the lease upon 12 months' notice, at the end of the fifth or the twelfth year. The Act, No. 23, 1863, which gives the Wynberg Company a right to bring their line into Cape Town, will, as to that power, expire in two years from the taking effect of that Act. If, therefore, Her Majesty shall disallow the Act, No. 34, 1864, the Wynberg Company will, at the end of the first five years of the proposed lease, be entirely at the mercy of the other company. It is my opinion, and I believe the opinion of most disinterested people, that the Cape Town Railway and Dock Company should work the Wynberg Railway upon fair terms, and that this working upon fair terms is likely to be secured by giving to the Wynberg Company running powers upon the terms mentioned in the late Act, and likely to be endangered by withholding those powers. No injustice can possibly be done to the older company. It is safe in the hands of the arbitrators who, if they find this company willing to work the Wynberg Railway upon fair terms, will take care that the Wynberg Company shall never gain anything by refusing those terms, and claiming the exercise of running powers.

11. The Colonial Government has, I know, an apparent interest in forcing the Wynberg Company to lease their line at any sacrifice, since the more profit the Cape Town Railway and Dock Company makes out of the Wynberg line, the more is the Government guarantee relieved. I look upon this interest as visionary. If the Cape Town Railway and Dock Company got the working of the Wynberg Railway for nothing, the Government would still be called on for the whole of the interest guaranteed. But even if this were otherwise, the Government would not desire to better its bargain with the

Railway and Dock Company by depriving the Wynberg Railway of a fair return for money which is risked without having obtained, or asked for, any Government guarantee.

(signed) *W. Porter.*

Attorney General's Office,
Cape Town, 9 September 1864.

— No. 2. —

No. 2.
Colonial Secretary to Right Hon. C. Fortescue.
20 October 1864.

COPY of a DESPATCH from the Colonial Secretary to the Right Hon. *Chichester Fortescue*, M.P.

Colonial Office, Cape Town,
20 October 1864.
(Received 23 November 1864.)

Sir,

* Page. 3.

WITH reference to the Governor's Despatch, No. 94,* of the 19th ultimo, transmitting certain petitions and other documents upon the subject of an Act passed during the last Session of our Parliament (No. 34), I have the honour to request that you will be good enough to lay before the Right Honourable the Secretary of State for the Colonies the enclosed petition from the Wynberg Company, relating thereto.

I have deemed it proper to transmit this document to you instead of, in the first instance, to the Governor; because I know that his Excellency would desire that the whole case should be forwarded together.

I have, &c.
(signed) *R. Southey,*
Colonial Secretary.

Enclosure in No. 2.

Enclosure in No. 2. The Chairman of the Wynberg Railway Company to the Hon. *Richard Southey*, Esq.

Wynberg Railway Office, Cape Town,
14 October 1864.

Sir,

I HAVE the honour to acknowledge receipt of your letter of the 30th ultimo, with copies of memorials to his Excellency the Governor from the Agent and General Manager in Cape Town of the Cape Town Railway and Dock Company, of 9th July last, and from the Chairman and Deputy Chairman of the said Company in London, of the 5th of that month, which have been laid before the Directors of the Wynberg Railway Company, Limited, together with copy of the petition from the representatives of the Cape Town Railway and Dock Company in Cape Town, presented to the Legislative Council in June last, against the Bill then before that Honourable House, for "explaining the 41st section of the Act No. 35 of 1861." which has since become law by Act, No. 34 of 1864.

I am instructed respectfully to request that his Excellency the Governor may be pleased to transmit to Her Majesty's Secretary of State for the Colonies, along with the said Act, this Board's explanation of the true circumstances of the case, and the strong reasons which exist for its receiving the confirmation of Her Majesty the Queen.

In reference to the allegation of the memorials, that the Act No. 34 of 1864 is in violation of the rights of shareholders in the Cape Town Railway and Dock Company, and a breach of the contract under which they subscribed the capital of the Company, I am to bring to the notice of his Excellency, that the line of railway, as originally contracted for by that Company in 1858, was from Fort Knokke, outside Cape Town, to Wellington; and that by a subsequent supplemental contract executed in February 1861 (of which no mention is made in the memorials), the Cape Town Railway and Dock Company were permitted to extend their line, and to lay down a double set of rails from Salt River into Cape Town, a distance of about two miles.

It is over this extension, and only where the two sets of rails are laid down, that the Colonial Parliament has granted running powers to the Wynberg Railway Company; but although provision is made in the supplemental contract of 1861, that it should be considered in all respects as if embodied in the original contract, it is obviously incorrect to assert that such running powers would be in breach of the engagement under which the capital of the Cape Town Railway and Dock Company was subscribed; because at the time of such subscription that Company had acquired no power to bring their line into Cape

Cape Town, nor to lay down a double set of rails to Salt River; which privileges were obtained nearly three years subsequently.

The clause in the supplemental contract above referred to, viz., that by which it is to be considered in all respects as if embodied in the original contract, is one which was clearly admitted by the Colonial Government through inadvertence, its effects being entirely overlooked. In proof of this, I have to refer to the following copies of a correspondence with the Government in reference to this extension, which took place as early as 1859.

(A.)

"Cape Town, 19 October 1859.

"The Hon. *Rawson W. Rawson*, C.B., Secretary to Government, &c. &c. &c.

"Sir,

"We take leave respectfully to bring to the notice of his Excellency the Lieutenant Governor administering the Government the necessity which, in our opinion, exists for some provision being made in the arrangement with the Cape Town and Wellington Railway Company for extending the line of railway from Fort Knokke into this city, which shall enable any future railway company or companies to use such portions of the line as may be laid down within the municipality of Cape Town by the Cape Town and Wellington Railway Company, upon payment of a reasonable and liberal remuneration for such use, whenever it may be shown to the satisfaction of the Governor in Council that it is impossible or inadvisable to lay down an independent line of rails in whole or in part within the municipality.

"We are the more emboldened to offer this sugestion as private individuals, owing to the contemplated company for a railway between Cape Town and Wynberg not being yet organised; and although it would, in all probability, be arranged between that company and the Cape Town and Wellington Railway Company, to effect a junction of the lines somewhere beyond the city, yet we are of opinion that no exclusive right should be conceded to any single company, of carrying a line of railway through the city of Cape Town, more particularly through that portion under control of the War Department.

"We have, &c.
(signed) "*John Stein.*
"*J. Letterstedt.*
"*J. H. Wicht.*"

(B.)

"Colonial Office, 27 October 1859.

"The Hon. *John Stein*, *J. Letterstedt*, Esq., the Hon. *J. H. Wicht.*

"Gentlemen,

"I have the honour to acknowledge the receipt of your letter of the 19th instant, in which you bring to the notice of his Excellency the Lieutenant Governor the necessity which, in your opinion, exists for some provision being made in the arrangement with the Cape Town and Wellington Railway Company for extending the line of railway from Fort Knokke into this city, which shall enable any future railway company or companies to use such portions of the line as may be laid down within the municipality of Cape Town, by the Cape Town and Wellington Railway Company, upon payment of a reasonable and liberal remuneration for such use, whenever it may be shown to the satisfaction of the Governor in Council, that it is impossible or inadvisable to lay down an independent line of rail in the whole or in part within the municipality, and urging that no exclusive right should be conceded to any single company, more particularly in respect of that portion under control of the War Department; and I am directed to express to you his Excellency's thanks for your communication, and to state that such a necessary matter for consideration will not escape the attention of the Government.

"I have, &c.
(signed) "*Rawson W. Rawson,*
"Colonial Secretary."

Had the Government at the time of executing this supplemental contract distinctly stipulated on behalf of other companies for the powers conferred by this Act 34 of 1864, which they might have done (and as it appears conceived they had done), what breach of faith could have been urged by the subscribers of 1858?

Unfortunately, however, this correspondence was overlooked by Government at the time of executing the supplemental contract 16 months later; and when the Act for incorporating the Wynberg Railway Company was passed in 1861, and for 12 months afterwards, the general impression was, that these running powers had been secured to the Wynberg Company, the Bill for which was promoted by the agents and other persons connected with the Cape Town Railway and Dock Company, and professed to be for a line from Cape Town to Wynberg.

The evidence of Mr. Marcus Smith before a Select Committee of the Legislative Council in 1863, as follows, shows the existence of this impression: "I will, perhaps, show that more clearly by giving a brief statement of what has transpired since I was appointed engineer to this company in April 1862. Before commencing the surveys I asked what powers the company had. The Act of 1861 was put into my hands. It recites that this company shall have the power to construct a railway from Cape Town to Wynberg by way of Mowbray, Rondebosch, and Claremont, but never mentioning Salt River or the Wellington Railway. When I examined the plans, however, I found that they extended from Wynberg to Salt River only. I asked the directors for an explanation how the line was to be constructed from Cape Town to Wynberg, seeing that the plans stopped short at Salt River? The answer was that they believed they had running powers over the second line of rails that were laid down by the Wellington Company from Salt River to Cape Town, and that, therefore, it would save a considerable amount of capital to use that line instead of constructing a separate line. My own inference from the Act and plans would have been this, that the Act certainly intended that we should have power to construct, maintain, and work a railway from Cape Town to Wynberg, as the capital of the company (100,000 *l.*) is ample to do all this. The plans showed the direction the line was to take from Wynberg to Salt River; but stopping at Salt River, the inference was that we were either to run over the second line of rails from Salt River to Cape Town or to lay another line of rails alongside, in which case there was no necessity for any further plans on that part of the line, as its course was already clearly defined by the Wellington line. The necessity for these plans is to protect the landowners, to show the direction of the line, and to limit the extent to which it may be deviated. I was satisfied with the assurance of the chairman that we had power to run over the extra line of rails laid down from Salt River to Cape Town, the more especially as previously to my appointment on the Wynberg Railway I had held an appointment on the Cape Town and Wellington Railway, to act between the engineer of that company and the contractor, under an article in the supplemental contract. The contract for extending the Wellington Railway from Fort Knokke to Cape Town was let before I arrived in the Colony, and the work commenced soon after. When the second line of rails was being laid down I asked what it was intended for, as I thought it a very unusual thing for two lines of rails to be laid down to such a locality as Salt River. I was informed, I believe by Mr. Pickering, that there had been considerable difficulty in getting a way into Cape Town, especially through the castle yard, and that as other railways were contemplated, the Colonial Government resolved to lay down an extra line at once, which they intended to keep in their own hands, and over which they might lease running powers to any company which might want access to Cape Town. Being assured of these powers, I commenced the surveys for the construction of the works, prepared a list of materials required from England, and the directors appointed a committee and consulting engineer in London to look after these materials and make arrangements for working the line, which I thought could be done to the greatest advantage by the Wellington Company if they were willing to do so. This will appear from the following extract from my first report: 'I think it premature to make any arrangement in regard to rolling stock, for it is doubtful whether, under present circumstances, it would not be more economical to lease the working of the line to the Cape Town and Wellington Railway Company.' Instructions were accordingly sent to the London committee to effect, if possible, a satisfactory arrangement with the Wellington Company, for them to work the Wynberg line; but, if they failed in this, the best thing would be for the Wynberg Company to work the line themselves right through from Cape Town to Wynberg, paying a toll for running over the extra line or rails laid down by the Wellington Company from Cape Town to Salt River. The amount of this toll could be easily fixed by taking the interest of the cost of construction."

It must not be forgotten that the Wynberg Railway Company is in no sense a competing company; it lies at nearly right angles with the railway to Wellington: scarcely any of the passengers who will travel by the Wynberg trains are now using those of the Wellington Railway; it follows, therefore, that the use by the Wynberg Company of one of the double lines of rails for two miles would, instead of being an injury to the English shareholders of the Cape Town Railway and Dock Company, be a positive advantage, because the tolls payable for such use, under the Act 34 of 1864, would materially assist in making up the deficiency on their company's earnings, and would yield a revenue on which they could not have calculated in the first instance.

The memorialists of the Cape Town Railway and Dock Company dwell on the fact, that the Act 23 of 1863 empowers the Wynberg Railway Company to extend an independent line into Cape Town, and thus renders it unnecessary for them to run over a portion of the other company's line. This Act of 1863 was not, however, assented to by the Governor at the close of the Session. It only received the Royal assent in 1864, and was not promulgated in this Colony before May 1864. It was clogged with the condition that the extension should not pass the envelope of the castle without the consent of the War Department, a very serious drawback in the case of a suburban line, where time is of so much importance.

But for this unexpected delay, and the condition, it is probable that extra capital would have been raised by the Wynberg Company, and their line extended into Cape Town. This, however, was a measure much opposed by the municipality as interfering with the only approach to the town, as will be seen by the following copy of a petition to his Excellency the Governor.

"Cape

"Cape Town Municipal Petition to His Excellency the Governor, respecting Extension of Wynberg Railway into Cape Town.

"To his Excellency Sir *Philip Edmund Wodehouse*, K.C.B., Governor and Commander in Chief of Her Majesty's Colony of the Cape of Good Hope in South Africa, &c. &c. &c.

"The Petition of the Board of Commissioners for the Municipality of Cape Town.

"Respectfully sheweth,

"THAT your petitioners have learnt that Her Majesty the Queen has given her Royal Assent to the Bill empowering the Wynberg Railway Company to run a separate and independent line of railway into Cape Town.

"That your petitioners deprecate the construction of another line of railway from Salt River to Cape Town as unnecessary for the traffic, and as likely seriously to impede the ordinary road traffic from the country into town, and likely injuriously affect both private and public property to a very great extent.

"That when your petitioners consented to give up the road through the Imhoff and the reclaimed land on the east side of the Grand Parade for railway purposes, they did not for a moment anticipate that the same would be monopolised by the Wellington or any other railway company; but that their expectation *bonâ fide* was, that due provision would be made for making it available for all railway companies wishing to run their trains into Cape Town.

"That your petitioners, as the representatives of the ratepayers of Cape Town, have a deep interest in the profitable working of the Wellington Railway Company, inasmuch as the largest share of the sub-guarantee to that company is to be borne by them; and, therefore, when additional traffic can be brought on that line without in any way prejudicially interfering with their own business, and thereby increasing its revenue, they feel in duty bound to endeavour by all lawful measures to attain such a desirable object.

"That your petitioners have good grounds for believing that the Wellington Company sees no difficulty in complying with the wishes of the Wynberg Company to bring their traffic on to the Wellington line, but that the terms upon which it is to be done cannot be agreed upon between the parties concerned.

"For these and other reasons, your petitioners humbly pray that it may please your Excellency to introduce into Parliament, during its present Session, a Bill to amend section 41 of the Act No. 35 of 1861, and 31st section of the 2d schedule therein referred to, so as to enable Government branch lines as well as the Wynberg Railway, not only to form a junction and communicate with, but to run over and to use the Wellington line from the point of junction to the terminus in Cape Town, and *vice versâ* upon paying a reasonable rent for the use thereof.

"And your petitioners as in duty bound will ever pray."

And it would have been an unnecessary outlay of capital.

Moreover the extension of the line into Cape Town would have been prejudicial to the Cape Town Railway and Dock Company, and through them to the colony, and particularly to the western districts, upon whom falls the burden of the guarantee of 30,000*l.* per annum to the Cape Town Railway and Dock Company, so long as their line is not self-supporting. For these various reasons the projected extension was abandoned.

But the memorials assert that the concession of these running powers to the Wynberg Railway Company are unnecessary, because the two Companies are in treaty for a lease of the Wynberg line.

They omit, however, to state the important fact adverted to by Mr. Marcus Smith, the companies' engineer, in his evidence before the Select Committee of the Legislative Council in June last, viz., that the proposed lease stipulates that the Wynberg Company shall be obliged to take over all the rolling stock at the end of the term, and that without running powers they would be unable to use stock which they were bound to purchase.

"Mr. SMITH re-examined:

"74. *Chairman.*] HAVE you any additional remarks to offer?—Amongst other reasons for applying for this Bill, I omitted to state, that at a general meeting of the shareholders on the 11th of May, the whole of the correspondence between the two companies as to the lease was laid before the shareholders, and they were satisfied that, even if a lease could have been effected, the Company would have been in a worse position at the end of the stipulated term of years, unless they had these running powers secured to them; because, in one part of the lease, it is stipulated that at the end of the term, the Wynberg Company shall be obliged to take over the rolling stock provided, and in that case, they would require to raise additional capital to purchase this rolling stock, and yet, having no running powers, be without power to use it. They would just be stuck down at Salt River as they are now. Consequently, the shareholders requested the directors to stop all correspondence with the Wellington Company, and apply for this Bill."

The period allowed for the construction of an extension to Cape Town by Act 23 of 1863, is two years from its promulgation, and the shortest term of the proposed lease five years; so that the extension being abandoned, the running powers became indis-

pensable if the company was to be saddled with the rolling stock which they could not otherwise employ.

In regard to the right of the Colonial Legislature to pass the Act No. 34 of 1864, consistently with strict justice and fairness to those who contracted with the Colonial Government in 1858, I would beg to submit the opinion of the Chief Justice of the Colony, who, as President of the Legislative Council, is reported to have expressed himself upon the second reading of the Bill in Council as follows: "The President said, it was very much to be regretted, that the dispute between the two companies should have continued so long. Nothing on earth would induce him to stand up in the Council to advocate a Bill which would comprehend in its terms a breach of contract with any company. He must say, looking at the Act, and the contract which was made between the company and the English directors, followed as it was by another Act subsequently, he had come to the conclusion, that running powers did exist by law. In England, the law was universal, that every railway had running powers over the lines of other railways, if they paid the toll. In this country, Article 52 showed that it was taken for granted, there was the right to run carriages upon the line, upon payment of tolls. In 1861, an Act was passed for the purpose of regulating railways in the colony generally, and in that Act, there was no exception of the Wellington Railway; and there again it was taken for granted, that running powers were given over all railways. He would suggest that this Bill, in substance, should be carried out by contract without coming to Parliament."

Her Majesty's Attorney General, upon the second reading of the Bill, in the Legislative Assembly, is also reported to have spoken as follows:—"In reply to Mr. Van de Ven, the Attorney General referred to the history of the dispute between the Wynberg and the Wellington Companies, and said he thought the equities of the case were with the Wynberg Company, and that the Bill might fairly be passed."

I would also beg leave to refer to the evidence of Mr. Marcus Smith, the engineer of the Company, and of Mr. Bourne, the colonial railway engineer, taken by a Select Committee of the Legislative Council, as follows:—

"MINUTES of EVIDENCE.—Committee on Wynberg Railway Act Amendment Bill.

"Tuesday, 28th June.

"Present:—Mr. Wicht (Chairman); Mr. De Roubaix; Mr. Van Breda.

"Mr. MARCUS SMITH, C.E., Examined.

Mr. *M. Smith.*
28 June 1864.

"1. *Chairman.*] YOU are Engineer to the Wynberg Railway Company?—I am.

"2. That company has applied to Parliament for an Act to give it running powers over the Wellington Railway Company's line?—It has.

"3. Is it expedient upon public grounds that such permission should be accorded?—I think it is.

"4. Will you state the reasons?—After the prorogation of the last Parliament, his Excellency the Governor having reserved the Bill for extension to Cape Town, for Her Majesty's pleasure, the Wynberg Railway Company were very desirous of effecting some arrangement with the Cape Town and Wellington Company for working the line in some way, either by lease or otherwise. With that object a correspondence was entered into with the local agents of that company, which correspondence extended over a great length of time. No agreement, however, could be come to. If desired, I am ready to put in the whole of the correspondence referred to, or if the Committee prefer, the four principal letters containing the gist showing the points on which we could not agree.

"5. Mr. *De Roubaix.*] Without going into all that correspondence, and confining yourself to the question already put by the Chairman, you have expressed it as your opinion that it is expedient on public grounds that these running powers should be granted to the Wynberg Company?—Yes.

"6. You know that an Act was passed last year enabling the Wynberg Company to carry the line direct into town as an independent line?—Yes; that Act was referred to Her Majesty, and has only lately obtained her assent, but with a certain reserve about passing through the Castle, which the Chairman agreed to.

"7. Perhaps you will be kind enough to state in short why this course of action was considered more desirable on the part of the Wynberg Railway Company?—The directors, being very unwilling to incur the expense of an extra line from Salt River to Cape Town, thought it would be much better and more expedient to make an arrangement with the Cape Town and Wellington Company to pass over the double line of rails from Salt River to Cape Town by paying a toll for the same. They proposed, in order that the Wellington Company should not possibly suffer, that the tolls charged should be fixed by arbitration. An arbitrator was to be appointed by each company, and a third by his Excellency. This plan would enable the Wynberg Company to run directly from Wynberg to Cape Town without breaking up their trains at Salt River, as we had to do at the first opening of the line. It was the most economical way of working, and the tolls that we would pay would certainly be more than the Cape Town Company would earn if we broke the trains up at Salt River, and they kept a special engine and servants waiting to take up the traffic there

there. This was the only way in which we could do it unless the line were leased to the Wellington Company or we had the power of running our trains into Cape Town direct. By this mode of working, the tolls, whatever they might be, would go directly to the benefit of the Colony, into the Colonial Treasury, and so reduce the sub-guarantee on the Wellington Railway, that is, provided the Wellington Company in other respects paid their working expenses. In fact, the same capital, whatever it might be, necessary to construct a line from Salt River to Cape Town would do for both companies. The capital requisite to construct the line would be, say 25,000*l.*, and that would thus do for both companies instead of spending another 25,000*l.* alongside of it. I believe that the two sets of trains could run over the lines without the slightest danger to the public, or even without the slightest inconvenience to the Wellington Company; I do not think it would put them out of the way at all. The traffic at present is very limited, and no inconvenience could result, as far as the mere running over the line was concerned. It might happen that at the Cape Town terminus, when the Wynberg traffic came in, that a little more accommodation would be required, but that, of course, would be considered in fixing the amount of the tolls to be paid. Any extra expense the Wellington Company had to go to for the accommodation of the Wynberg trains would thus be made good.

"8. *Chairman.*] You are aware that the Government entered into a contract with the Wellington Company in regard to the construction of their own line?—Yes; and in the second schedule attached to that contract, Article No. 2 would seem to give an exclusive right to that company to use the rails, and therefore would, perhaps, appear to be in the way of granting this Act now applied for: 'The contracting party shall possess the exclusive right of having and working a railway upon this line during the term of years to be specified in the contract, as the term of years for which the Government guarantee, hereinafter described, is to subsist. Upon the expiration of that term of years, this exclusive right will be no longer guaranteed.' Now, I believe that legal gentlemen might interpret that as being altogether against our running over the line. I do not interpret it so, as I conceive that the Wynberg trains running on from Salt River to Cape Town do not compete with the Wellington Company on their own line in any way. It is merely a mode of getting the Wynberg traffic to its destination without shifting it from carriage to carriage. It is a mode generally practised in England. I think, therefore, that the article I have referred to may be interpreted practically to mean that the Wellington Company shall have the exclusive right to all the profits arising from the working of that line, whatever sort of traffic it might be. That clause is necessary as between the Wellington Company and the Government, but not as between that company and the public, because, if that clause had not been introduced, the Government could have granted permission to the Wynberg Company to go over part of the Wellington line and receive the toll from the same to their prejudice; but as between the public and the company I do not think it has any right to refuse any kind of traffic whatsoever. We are not proposing to work over their line as a competing company. We do not ask to go over the line to Wellington. We merely seek to get the purely Wynberg traffic to its destination, that is Cape Town, which will not be taking one shilling from the Wellington Company. We propose to send over their line to its destination, in the most economical manner, whatever traffic may come by the Wynberg line. This will certainly be the best for all parties, for it would be more economical for the Wynberg Company to pay tolls to the Wellington Company than to construct an independent line, and in the latter case the Cape Town Railway and Dock Company would get nothing from the Wynberg traffic. And in my interpretation of that clause I think you will find I am borne out by another clause in the original contract, viz., Art. 49, which runs thus: 'The Company will manage, regulate work, and use the Railway and every portion thereof in a proper and safe manner, and according to the system of management from time to time adopted on the generality of English railways for the conveyance of passengers, animals, minerals, goods, merchandise, and other traffic whatsoever on the Railway, and the reception, accommodation and delivery of the traffic whatsoever, and the reception and transmission by the electric telegraph and delivery of messages, and in all other respects duly kept the same open for the convenient and safe use thereof by the public." Now, as we do not compete with them, I contend that that article means that they cannot refuse any sort of traffic, in the same manner as the traffic is managed on the English railways. This is merely such a mode of getting our traffic to its destination as will allow it to run on without transhipment; and I can state from personal knowledge that in England that is done to a very great extent; one company's trains will very often be found running over the lines of another, and so far from the company objecting to it, it rather solicits the other company to do it than give rise to a parallel competing line. It will rather serve to secure tolls than create competition. That that is the true interpretation of that clause, No. 2, is, I think, borne out by this fact also, that suppose the Wellington Company could insist upon their exclusive right and drive the Wynberg Company to make the second line, it would be to their own prejudice, since they would lose the tolls offered by the Wynberg Company. The Legislature surely never intended that the company was to use an exclusive right to their own prejudice, and to that of the Colony. It is not only the practice in England for one company to run over another company's line when desirable, but there is a public Act compelling every company to admit of it under certain restrictions mentioned in that Act. I have that Act with me, having fortunately secured a very valuable work on railways by Sir William Hodges, containing all the English Acts on the subject. The Act to which I refer is 9 Vict c. 20, s. 92, as follows:

" ' It shall not be lawful for the company at any time to demand or take a greater amount of toll, or make any greater charge for the carriage of passengers or goods, than they are by this and the special Act authorised to demand; and, upon payment of the tolls from time to time demandable, all companies and persons shall be entitled to use the Railway, with engines and carriages properly constructed as by this and the special Act directed, subject nevertheless to the provisions and restrictions of the said Act of the sixth year of her present Majesty, intituled " An Act for the Regulation of Railways, and for the Conveyance of Troops," and to the regulations to be from time to time made by the company by virtue of the powers in that behalf hereby and by the special Act conferred upon them.'

" 9. This shows the mode in which the traffic is conducted in England, and the restrictions are, in cases of alleged danger to the public, and are regulated by the Committee of the Privy Council for the Board of Trade, sec. 5 & 6 Vict. c. 55, s. 12.

" 10. Do you think it is desirable that such a provision should be introduced into this Colony?—Yes.

" 11. You think, on public grounds, that it is desirable?—Yes. I cannot conceive it possible that the Wellington Company should suffer any harm by our running over their line. They would not get the tolls if we went past them, nor would they secure the traffic. If the Wynberg Railway Company were at the other end of the Wellington line, and wished to run over the whole length of that line, and so compete with that Company in regard to its traffic, I would say that I do not think it desirable that that should be granted generally, but in this case it is traffic from another direction altogether, and it is besides for but a short distance of about 2½ miles, from where we join at the Salt River to where we get into town, that we wish to bring our traffic over their line.

" 12. Perhaps from your practical knowledge as an engineer, you can inform the Committee as to the nature of the arrangements made in cases where one company's carriages run over another company's line: is notice given to the one company by the other to have its carriages and engines expected at a certain fixed time, and does some superior authority decide in case of differences of opinion arising, so as to take care that no clashing takes place?—In England, as I have said, these points are arranged by the Committee of the Board of Trade, and as there is no such Board here, it is proposed in the Bill that these matters, viz., the amount of tolls, and the regulation of the trains, and all other matters where differences arise, should be decided by arbitrators, one appointed by each company, and a third being appointed by the Governor.

" 13. Do you think that if such powers as are asked were granted to the Wynberg Company it would furnish just cause on which the Wellington Company could claim damages?—I do not see upon what ground they could. They must prove damages; and I think we could prove to the contrary, that the Wellington Company would thus derive an income which they could not secure in any other way unless they had the monopoly of the district, and could force the Wynberg Company to lease their line to them on whatever terms they fixed. That they have not this monopoly is clear from the fact of the Wynberg Company having succeeded in getting an Act for an independent line into Cape Town. If their contract had given them the exclusive right to that tract of country it would be different.

" 14. Have you paid any attention to the Act for the construction of the Wellington Railway, upon which that contract is founded, as it were: and do you think, from your knowledge as an engineer, that such extensive powers as the contract gives were, or were not, delegated to the Government on entering into such a contract?—I have not considered the point whether the Executive exceeded the powers granted by the Legislature. I am not able to judge of that, but in granting exclusive powers under any circumstances it is generally intended to confer a benefit by these exclusive powers. Here I cannot see that the Wellington Company can derive such benefit by excluding the Wynberg traffic.

" 15. Perhaps you will also explain the injury the Wynberg Railway Company would suffer if they were so impeded as only to be able to bring their carriages to the Salt River station, and there to be compelled to stop short and transfer their passengers and traffic to the Wellington Company?—I have stated already that it would not pay the Wynberg Company to do so. The Wynberg Company, when it had brought its trains to Salt River, if it had to make the transference, would have to keep its engine at Salt River under steam until the return of the train, and it would cost almost as much to work the line to Salt River as to Cape Town. On the other hand, the Wellington Company would also have to keep a special engine and servants attending the train to pick up the Wynberg traffic at Salt River. In fact, it would involve the expense of two sets of engines, carriages, and servants, instead of the one set which could otherwise do the work.

" 16. Mr. *De Roubaix.*] You know that an Act of Parliament was passed last Session enabling the Wynberg Company to obviate all the difficulties then existing?—By means of an independent line, but the company was unwilling to avail itself of that line for reasons I have stated, and on account of a petition presented to the Governor by the Commissioners of the Municipality of Cape Town. It is only recently Her Majesty's approval of the Act was promulgated; we had to wait eight months for this, and even then a reservation was made with regard to passing the castle, that we should not go through there without the consent of the military authorities; consequently, we are still not certain of being able to get into town by an independent line.

" 17. And in consequence of that reservation in the assent to the Act this Bill is brought before the Legislature?—Yes; and in consequence of the petition from the Commissioners of the Cape Town Municipality. I believe his Excellency was very desirous that an arrangement

arrangement should be made, so that the tolls or profits received from this portion of the Wynberg traffic should fall to the benefit of the Colony.

"18. The only obstacle now is with reference to the grant of the running powers?—Yes, it is obvious, as I have already stated, that it is desirable to have the traffic carried on without change of trains, and that we cannot do at present.

"19. And in consequence of that the Wynberg Company suffers considerable injury?—Yes, they certainly suffer injury. Had it not been for these difficulties, could an arrangement have been made at once with the Wellington Company either by leasing the line at a moderate rate, or allowing us to run our trains over their line, the Wynberg Railway would have been finished and opened for public traffic on the 1st of January last, so that by the delay the Wynberg Company has lost, and the Colony has also lost the benefit of six months' tolls.

"20. If the line could have been opened, in how far would the public have benefited thereby?—That must be matter of estimate. I should say something over 1,200 *l.* a year. I believe Mr. Watson estimated it, when the Bill was first applied for, at something like 1,000 *l.*, but I think it will be more; I believe it will be at least 1,200 *l.*; it may be 1,400 *l.*

"21. Then you believe, in terms of the preamble, that the Wynberg Company should be 'entitled upon payment of certain tolls or compensation to use and run engines, carriages, and trucks properly constructed upon and over the lines of rails between the junction at or near the Salt River station and the station of the Cape Town Railway and Dock Company in Cape Town'?—Yes.

"22. And how is this compensation to be obtained?—As stated in the 2d section of the Bill, by arbitration. The same section also meets the Chairman's question as to the arrangements of the trains and all other difficulties.

"23. And the conditions on which this Bill is now required to be passed have been submitted to them and rejected?—They were applied for at the very first; in fact, two years ago we applied for this way of arranging and working the traffic; but they were then refused.

"24. You say that communications have taken place between the Wynberg Railway Company and the Wellington Railway Company in reference to these running powers?—There has been a very long correspondence, but the Wellington Company has always refused these powers.

"25. You say the conditions on which this Bill is now asked were submitted to them?—Yes, in the correspondence between the two companies.

"26. But have always been rejected?—Yes.

"27. Mr. *Van Breda.*] Objection was raised against the passing of the Bill on the part of the Cape Town Municipality?—Yes; they objected to the line passing through municipal property and crossing public streets; they presented a petition against the Bill last Session, so that this petition is in conformity with their views of last year. I now put in a copy of the municipal petition.—*Vide* Appendix A.

"28. Mr. *Van Breda.*] When the Wynberg Company commenced the construction of the line, had it in view to carry its line only as far as Salt River, there to meet the Wellington line?—Every one of the directors believed the company had the right to go over the Wellington line into Cape Town, and I believed so myself, because I was told so before that the second line of rails laid down through the entrance to the town was laid down expressly to give accommodation to other lines to run over. I believe that the directors came to entertain that opinion in consequence of a correspondence between Messrs. Stein, Letterstedt, and Wicht, and the Government, which will be found in Appendix A and B of the proceedings of the Committee of the Legislative Council last year on the Wynberg Railway Bill. Those gentlemen wrote to the Government in October 1859, with regard to securing a right of entrance to 'any future railway company,' and the Government replied that 'such a necessary matter should be attended to.' Every one expected they had done so.

"29. And your impression is that the second line of rails was laid down for the very purpose of allowing such right of entrance?—I think it was intended so, but through some neglect of Government it was not inserted in the supplementary contract. I think the correspondence with Government which I have already referred to sufficiently proves that there was very good ground for such an opinion being entertained.

"30. If it had not been for that belief you would probably have carried the line into Cape Town in a cheaper manner?—Yes, and a great deal more conveniently for the farmers residing near Salt River. We went to great expense in bringing the line in the direction in which it is now laid out to the Salt River station. We would not have carried the line along there if it had been intended to be brought as an independent line into Cape Town.

"31. You have said that stopping your engines and carriages at the Salt River station and transferring goods and passengers to the Wellington line will cause the Wynberg Company a great deal of expense and loss of hire?—It will cost very little less than going right on to Cape Town, and loss of time to passengers.

"32. But do you think that if these running powers over the Wellington line from Salt River into Cape Town were given to the Wellington Company sufficient intervals of time would elapse between the trains of the two companies as to work with success?—Plenty of time, without any interference whatever. In England they run a great many more trains than ever we will require to work. The Wellington Company has only three trains a day each way.

"33. Then you anticipate no such difficulty?—None at all. These matters would be effectually arranged by arbitration as provided for in the Bill.

"34. Would the present stations be sufficient for the traffic of both lines?—I am not sure about that. I have not examined into the matter myself, but Mr. Brounger, I believe, complains even now that the Cape Town station is rather inconvenient for the goods traffic. I believe there is sufficient accommodation for the passenger traffic.

"35. Will not the Wynberg Company, if it obtain these powers, require to have its own staff at the station?—That will depend upon mutual arrangement. Sometimes it is provided that a company should take tolls for passengers and goods, but it generally receives a power of commuting these and taking a certain fixed sum instead. This, therefore, may be easily settled in one way or the other by mutual arrangement or by arbitration. The Wellington Company's servants might be made to do for both companies.

"36. You are aware that the charge of the sub-guarantee for the Wellington Railway will fall upon the landed proprietors?—Yes.

"37. And that, therefore, the less remunerative that the Wellington line proves to be, the greater amount those landed proprietors will be called upon to pay?—Yes.

"38. It is, therefore, desirable that the Wellington Company should secure them the 1,200 *l.* a year revenue from tolls you have spoken of?—Yes, and perhaps more than that.

"39. The proposed lease of the line in contemplation last year fell through, did it not?—Yes, and therefore the present application is made; but I may state that if this Bill is passed it does not prevent any agreement being made by the two companies. It merely gives larger scope for making the best arrangement possible.

"40. *Chairman.*] Is there anything further you wish to state at present?—Nothing, unless the Committee should hereafter think it expedient that the correspondence between the two companies should be gone into. I will then be at hand to give such further explanations as the Committee may think necessary.

"Honourable Mr. LANDSBERG, Examined.

Honourable Mr. *Landsberg.*

28 June 1864.

"41. *Chairman.*] YOU are a Director of the Wynberg Railway Company?—Yes.

"42. You are aware that the company has made application to Parliament for an Act to grant them running powers over the Wellington line from Salt River into Cape Town?—I am.

"43. Do you think that on public grounds it is desirable to grant such powers?—I consider that if Parliament would give the Wynberg Company running powers from Salt River into town and back, with their own rolling stock, or even that of the Wellington Company, it would materially increase the traffic and facilitate the general working of the company. It would also benefit the public at large by enabling a larger quantity of produce to be forwarded from the country about Wynberg and the vicinity. There are several large millers and brewers living in that neighbourhood, such as Messrs. Attwell, Letterstedt, Dreyer, &c., who could then more conveniently send their goods to Cape Town. The number of passengers would also be much increased, which would be the second point of benefit. The very great number of passengers who go daily to and from Wynberg, Constantia, Simon's Bay, &c., would readily avail themselves of the Railway. The tolls which would be paid by the Wynberg Company, for the use of its line from Salt River, would, in my estimate, be from 1,200 *l.* to 1,500 *l.* a year, and would materially increase in after years. This would increase the profits of the Wellington Company, and relieve the country of a portion of the sub-guarantee.

"43. So that, in your opinion, instead of being detrimental it will be rather beneficial to the Wellington Company to give these running powers?—I think it would be a great advantage.

"44. Of course, under the provisions of the contemplated Bill, and subject to the decision of arbitrators, one to be appointed also by the Government?—Yes, I may mention that when the company was started I was one of the committee and interested myself in getting shares taken. The shareholders were all of opinion that the company had the right to go over the Wellington line from Salt River into Cape Town, or else the shares would never have been taken.

"45. Do you state that from your own knowledge?—From my own personal knowledge and from what I heard the shareholders express as their opinions, when, after having already entered into contracts in England for materials, the directors were informed that they had not the power of running over the line.

"46. Mr. *De Roubaix.*] You have read the petition signed by Mr. Stein, as Chairman of the Wynberg Company?—I have.

"47. That petition, I suppose, is entirely founded on the proceedings of the board of which you are a director?—Yes.

"48. You have also read the proposed Bill?—I have.

"49. And it is also in conformity with those proceedings?—It is.

"50. Do you know whether any proposals were made by the Wynberg Company to the Wellington Company in reference to the question under consideration?—There were different proposals made, and we so far agreed that the Wellington Company should pay 3,600 *l.* for the lease of the Wynberg line, but then a question arose as to the station masters and gatekeepers.

"51. Then

"51. Then, in fact, the Committee is to understand that there have been several offers, and all rejected?—Yes.

"52. Including that embodied in the Bill?—Yes, they would not have that at all.

"53. The Wynberg Railway is finished, is it not?—Yes, as far as Salt River, and approved of by the colonial engineer.

"54. The only obstacle is the want of running powers?—Yes, that is the only impediment, otherwise the Wynberg Company could have been already at work; I estimate the injury to the shareholders from the delay which has taken place at 10,000 *l.*

"Tuesday, 5 July 1864.

"PRESENT:—Mr. Wicht (Chairman), Mr. Godlonton, Mr. Wood, Mr. De Roubaix, Mr. Van Breda.

"Mr. BOURNE, Colonial Railway Engineer, Examined.

Mr. *Bourne.*

5 July 1864.

"75. *Chairman.*] HAVE you seen the Bill recently introduced into the Council for the purpose of giving running powers to the Wynberg Railway Company over the Wellington Company's line from Salt River into Cape Town?—Yes, I have.

"76. In your opinion, would there be any objection, on public grounds, to giving that company such powers?—Not that I can see.

"77. You think it is possible that such provisions could be made so that no clashing should take place?—Yes, it is constantly done in England.

"78. And how would you suggest the one company should pay the other, by a fixed toll?—It could be arranged in several ways; either say so much per passenger and per ton, or such and such a per-centage, or they might agree to a lump sum per annum.

"79. Provisions might also be introduced of a suitable nature as regards the mode of working, so as to obviate any inconvenience that might otherwise arise?—Yes, I think so.

"80. Mr. *Wood.*] Do I understand you to say that such arrangements as now contemplated are common at home?—Yes, especially near the entrances to towns. It is not very usual, in fact it is not at all usual, to allow running powers for engines over a very considerable length of a line; but at the entrance to a town, and where there are two or more companies, it is very common, since it would be there inconvenient to have other lines made.

"81. And the charges for such privileges help to contribute, do I understand, towards the expenses of the line belonging to the company over whose rails you run?—Yes, that is what I understand by the right the Wellington Railway Company possesses. It is the right of excluding other companies from competing with them, so that they may receive the tolls. The Government has no right to grant another company power to run for traffic in competition with the Wellington Company on their own line.

"82. Looking to the Wellington Company as being in a peculiar position, inasmuch as it is supported by a Government guarantee, ought not the Government to have a right to lessen the charges in any legitimate way they can; I mean, would there be ground, on that account, for allowing the Wynberg Railway Company to run over the Wellington rails at the entrance into town, and thereby bring profit to the Wellington Company's revenues?—Yes.

"83. Mr. *Godlonton.*] As you read the Wellington Railway Act, Mr. Bourne, are you not under the impression it was intended by that Act that the running powers now asked for by the Wynberg Company should have been then given?—I believe it really was so intended, but it is so expressed in the Act that such power is not given.

"84. Still you believe it was intended to be given?—From certain expressions used in two or three Acts of Parliament with reference to the Wellington Railway and the proposed railways, I believe it was intended it should be so; but it was found, on the attempt being made, that the Act did not give such authority.

"85. The strict letter of the Act, you mean?—Yes.

"86. But what is your opinion with regard to the case as it stands; do you not think it ought to have been given?—Certainly.

"87. You are decidedly of opinion that running powers should have been given?—I would not give them running powers, as I said, over long lengths of line, but at the entrance into town from Salt River. I have not the slightest hesitation in saying I have no doubt whatever that the second line of rail was laid down for the express purpose of allowing other companies to run into town upon those rails.

"88. You think that accorded with the spirit of the Wellington Act?—Yes.

"89. Are you not aware that it is not unfrequently the case in England that running powers should be given over long lines of railway?—Generally speaking, the carriages only are taken by the other company. It is very seldom that running powers are given over the whole length of long lines for the engines. The clearing house regulates the division of the receipts. There is what is called the clearing-house system, and all the companies that subscribe to it have their respective claims settled without any difficulty. When the one company's carriages are brought down, the other company's engines take them over at the junction, allowing certain rates which are divided by the clearing house

in London. It is in a great measure to avoid the inconvenience of changing from one line to another that so many lines have been consolidated lately; so that you may not be able to tell always in travelling whether the branch you are upon is really worked by the main line or not. It may be an independent line or not, as the case may be; and although the traveller cannot tell, he is really not inconvenienced. It is so well arranged that you find more inconvenience in coming from one distinct company to another's line. It is not always they have running powers; but sometimes you are upon a branch line which is part of a general system, and then they carry you on from one line to another with the same engines and carriages. It is really a part of the same line consolidated. The London and North Western, for instance, includes a great number of other lines which were distinct railways, but are now worked by one company and one management.

"90. Is it your opinion that any injury would be sustained by the Wellington Company from giving the Wynberg Railway these running powers from Salt River?—On the contrary, benefit will result. You give them the power to levy tolls, and so derive a revenue from the Wynberg line. Being thus paid for the advantage of use, they are gainers, seeing that they must charge enough to make it pay them, as no one expects them to allow such a privilege at a loss to themselves.

"91. Then you are decidedly of opinion it would be an advantage to both companies?—Certainly.

"In conclusion, I am to bring to his Excellency's notice that the Cape Town and Wellington Railway has become the great highway of this part of the Colony (*vide* Act 10 of 1862, section 5), and ought, as such, to be open to all railway traffic under proper tolls and regulations. That this was the intention of the Legislature is shown by their having provided, not only in the Wynberg Railway Act itself, but also in the General Railway Act, for the sanction of branch or connecting lines with the main line.

"For these, and many other cogent reasons which might be adduced, the Directors of the Wynberg Railway Company confidently trust that his Excellency the Governor in transmitting this letter to Her Majesty's Right Honourable Secretary of State for the Colonies will be pleased to give the Act his cordial support as one calculated to benefit the Colony at large, the districts bearing with it one-half of the guarantee of 30,000*l.* per annum to the Cape Town Railway and Dock Company, as well as the shareholders of that company themselves; and as being only a simple act of justice towards the inhabitants of Cape Town and neighbourhood, who have expended a large capital in the construction of the Wynberg Railway, entirely at their own risk; and which, from the many difficulties the Company has had to contend against, will yield a very inadequate return.

"I have, &c.
(signed) "*John Stein*,
"Chairman."

— No. 3. —

(No. 116.)

No. 3.
Governor Sir P. E. Wodehouse, K.C.B., to the Right Hon. E. Cardwell, M.P. 6 Dec. 1864.

COPY of DESPATCH from Governor Sir *P. E. Wodehouse*, K.C.B., to the Right Honourable *Edward Cardwell*, M.P.

Cape of Good Hope Government House,
Cape Town, 6 December 1864.
(Received 28 January 1865.)

Sir,

IN reply to your Despatch, No. 798* of the 5th October last, calling for a report on certain communications received from the Cape Town Railway and Dock Company, I would beg to refer you to my Despatch, No. 97 of the 19th September last, and also to the letter addressed by the Colonial Secretary to the Under Secretary of State on the 20th October † last.

* Page 23.

† Page 12.

I am not aware that I can furnish any further information.

I have, &c.
(signed) *P. E. Wodehouse.*

Despatches from the Secretary of State.

— No. 1. —

(No. 798.)

No. 1.

Right Hon. E. Cardwell, M.P., to Governor Sir P. E. Wodehouse, K.C.B. 5 October 1864. *2 September 1864. Page 24.

COPY of a DESPATCH from the Right Hon. *Edward Cardwell*, M.P., to Governor Sir *P. E. Wodehouse*, K.C.B.

Sir, Downing-street, 5 October 1864.

I ENCLOSE the copy of a letter* which I have received from the Cape Town Railway and Dock Company, transmitting the duplicate of a memorial addressed to yourself, dated the 5th July, with reference to a local Bill which is stated to propose granting running powers over a portion of this Company's line to the Wynberg Company; I also enclose a further letter which I have received on the same subject, and of the answer which I have caused to be returned to it.

I have to request that you will furnish me with a report upon these applications.

I have, &c.
(signed) *Edward Cardwell.*

— No. 2. —

(No. 882.)

No. 2.

Right Hon. E. Cardwell, M.P., to Governor Sir P. E. Wodehouse, K.C.B. 3 May 1865. * Page 3.

COPY of a DESPATCH from the Right Hon. *Edward Cardwell*, M.P., to Governor Sir *P. E. Wodehouse*, K.C.B.

Sir, Downing-street, 3 May 1865.

WITH reference to your Despatch No. 94,* of the 19th September, I am commanded to acquaint you that Her Majesty will not interfere, by the exercise of Her prerogative of disallowance, with the operation of the Act No. 34 of 1864, passed by the Parliament of the Cape of Good Hope, "Explaining the 41st section of the Act No. 35 of 1861."

I have, &c.
(signed) *Edward Cardwell.*

Correspondence between the Colonial Office and the Directors of the Cape Town and Dock Railway.

— No. 1. —

No. 1.
G. Lathom Browne, Esq., to Right Hon. E. Cardwell, M.P. 2 Sept. 1864.

COPY of a LETTER from *G. Lathom Browne*, Esq., to the Right Hon. *Edward Cardwell*, M. P.

Cape Town Railway and Dock Company,
261, Gresham House, Old Broad-street,
2 September 1864.

Sir,

I HAVE the honour to enclose for your information duplicate of a memorial from the Board of this Company to his Excellency the Governor of the Colony of the Cape of Good Hope, with reference to a Bill proposing to grant running powers over a portion of this Company's line to the Wynberg Company, lately introduced into the Colonial Parliament, which Bill this Board is advised is in violation of the contract entered into between this Company and the Government of the Cape of Good Hope, a copy of which I also take this opportunity of enclosing.

Enclosure 1.

Enclosure 2.

In the event of his Excellency, in accordance with the memorial referring the Bill therein named to your consideration, my Board trusts that you will permit them to discuss the question with you before arriving at your decision.

I am, &c.
(signed) *G. Lathom Browne*,
Managing Director.

Enclosure 1, in No. 1.

Encl. 1, in No. 1. THE Memorial from the Cape Town Railway and Dock Company, dated 5th July 1864, will be found printed at page 5.

Enclosure 2, in No 1.

CONTRACT with the COLONIAL GOVERNMENT.

Encl. 2, in No. 1. ARTICLES of CONTRACT made the 5th day of October in the year of our Lord 1858, BETWEEN SIR GEORGE GREY, K.C.B., Governor and Commander in Chief of the Colony of the Cape of Good Hope (hereinafter called the Governor), acting herein in his capacity of Governor of the Colony, and so as to bind the Colonial Government, and executing these presents by DOUGLAS GALTON, Esquire, Captain in Her Majesty's Corps of Royal Engineers (hereinafter called Captain Galton), his attorney and agent in that behalf, of the one part, and THE CAPE TOWN RAILWAY AND DOCK COMPANY, incorporated by Act of the Imperial Parliament of the 18th and 19th years of the reign of Her present Majesty, cap. 140 (hereinafter called the Company), of the other part: Whereas, by an Act of the Parliament of the Colony of the Cape of Good Hope, numbered 20, of 1857, intituled "An Act for the Construction of a Railway from Cape Town to Wellington," after reciting that it was desirable that a railway should be constructed from Cape Town through Stellenbosch and the Paarl to Wellington, which railway there was reason to believe would yield a remunerative return on the capital to be expended in constructing it, and in working it when constructed: And reciting that, whilst it was expedient that the railway should be constructed by a company, or co-partnership of private individuals, rather than by the Colonial Government, it was at the same time necessary, in order to induce such a company to undertake the construction and working of the railway, that the Colonial Government should guarantee to the shareholders of the Company an annual interest of not more than 6 per cent. per annum on the capital expended in constructing the railway, such guarantee to continue for a certain term of years: And reciting that it was expedient to empower the Governor of the Colony

Colony to conclude a contract with some joint stock company, for the construction and working of the railway, provided that the sum of 500,000 *l.* should be fixed and settled as the highest sum upon which the Colonial Government should guarantee the annual interest aforesaid. It was enacted by section 1, that it should be lawful for the Governor of the colony, for the time being, to make and conclude with any joint stock company, and upon the best terms for the colony which the Governor should be able to secure, a contract for the construction and working of the railway thereinbefore in the preamble to that Act described, provided that it should be stipulated in such contract that the sum upon which the annual interest aforesaid of 6 per cent. per annum should be guaranteed by the Colonial Government should not exceed the sum actually expended in the construction of the railway, nor exceed, in any case, the sum of 500,000 *l.* sterling: And provided also that such interest should not be guaranteed for any longer term than 90 years, computed from the day of the opening for traffic of the first portion of the line of railway, and (by section 2) that all interest guaranteed by such contract as aforesaid was thereby declared to be a charge upon the public revenue of the colony, and the Governor of the colony, for the time being, was thereby authorised to issue warrants to the Treasurer General of the colony, for the payment of such interest: And whereas, in pursuance of that Act, the Governor, by the power of attorney of which a copy is given in the first schedule, hereto appointed Captain Galton to be his attorney and agent to make and conclude with any company or co-partnership, which he (Captain Galton) should think fit, a contract for the construction and working of the railway aforesaid, upon such terms, stipulations and conditions as he (Captain Galton) should judge best for the colony, but with stipulations in the contract, as by the first section of the Act provided, that the sum upon which the annual interest should be guaranteed by the Colonial Government should not exceed the sum actually expended in the construction of the railway, or exceed, in any case, the sum of 500,000 *l.*; and that the annual interest should not exceed the rate of 6 per cent. per annum, and that the term to be fixed in the contract during which the Government guarantee should subsist should not exceed 90 years. And whereas, in pursuance of the said Act of the Colonial Parliament, the Governor caused the conditions and provisions upon which the Colonial Government would be prepared to contract with any joint stock company, or other party, for the construction and working of the railway (of which conditions and provisions a copy is given in the second schedule hereto) to be prepared, and a notice by the Colonial Secretary to accompany these conditions and provisions (of which notice a copy is given in the third schedule hereto) to be written; and those conditions and provisions, and that notice were accordingly by the Governor's directions, transmitted with the power of attorney to Captain Galton, with instructions for him to take the proper steps for obtaining tenders for a contract for the construction and working of the railway, and to enter into a contract accordingly: And whereas Captain Galton accordingly, in the month of May 1858, published copies of the conditions and provisions, and notice as conditions of tender, adding to the sixth condition a note, of which a copy is given in the fourth schedule hereto, and advertised for tenders by an advertisement, of which a copy is given in the fifth schedule hereto: And whereas divers tenders, including a tender by the Company, which was accompanied by a plan and section of the railway, was sent into and examined by Captain Galton: And whereas, on examination of the several tenders, it appeared to Captain Galton that the tender by the Company was the tender which, on the whole, it would be best for the colony to accept, but the terms and conditions thereof were not in all respects satisfactory to him: And whereas the terms and conditions of the Company's tender, so far as they were not satisfactory to Captain Galton, were discussed between him and the Company, and amended by the said Company in accordance with the suggestions of the said Captain Galton, and eventually it was agreed between them that these presents should be entered into by way of contract for the construction and working of the railway by the Company as hereinafter appearing: And whereas plans and working drawings, and working sections of the railway have been prepared by William George Brounger, the Engineer of the Company, and copies in triplicate have been made and signed respectively by George Lathom Browne, Esquire, the Managing Director of the Company, and Captain Galton, and one of the copies so signed is annexed to each part of these presents, and the other copy thereof so signed is in the possession of Captain Galton, and is to be handed over by him to the standing referee for the purposes of this contract: Now, therefore, these presents witness that Sir George Grey, in his capacity of Governor of the Colony of the Cape of Good Hope, and so as to bind himself and his successors in that capacity, and the Government, from time to time, of the colony, but not so as to incur any personal or individual responsibility, and so far only as regards the performance and observance of this contract by and on the part of the Colonial Government, hereby contracts with the Company and the Cape Town Railway and Dock Company, so far only as regards the performance and observance of this contract by and on the part of the Company, hereby contract with the Governor and his successors in the government of the colony as follows (that is to say):—

The second schedule hereto and the plan and section annexed to these presents, shall respectively be part of these presents, and be read and have effect accordingly. And the expression "the contracting party," in the second schedule hereto, means the Company. Article 1.

So far as any of the articles of this contract conflict with any of the conditions and provisions expressed in the second schedule hereto, the articles of this contract shall prevail. Article 2.

Article 3. Subject to Article 2, the Colonial Government and the Company respectively, will perform and observe for the purposes of this contract, all the conditions and provisions expressed in the second schedule hereto.

Article 4. The several expressions, "The Railway," and "The Line of Railway," and "A Railway," and "The present Railway," and "The said Railway," in these articles and in the second schedule hereto respectively refer to the intended railway of the length of 54 miles or thereabouts, from Cape Town through Stellenbosch and the Paarl to Wellington, and include the lands, stations, buildings, works, and conveniences thereof. And the several expressions, "portion of the Railway," and "portion of Line," and "portion of the Line," and "portion of the Railway," in these articles and in the second schedule hereto, respectively mean and include a portion of the railway to be defined as provided by these articles, not being less than 15 miles in length, and the lands, stations, buildings, works, and conveniences thereof.

Article 5. The following words and expressions in these articles, respectively mean as follows, that is to say, "Lands" means and includes all lands and buildings, and easements and rights affecting lands; and "Materials" means and includes all materials which are to become permanently part of the railway: and "Fixed Plant" means and includes all plant which is to become permanently part of the railway; and "Rolling Stock" means and includes all locomotive engines, tenders, carriages for mails and passengers, break vans, luggage vans, covered and open, goods waggons, horse boxes and trucks for cattle, minerals, stones, timber, fuel, and other articles whatsoever; and the "Guarantee" means the guarantee of interest by the Colonial Government to the Company; and "Colonial Engineer" means and includes any person whom the Colonial Government shall for the time being appoint to be the engineer of the Colonial Government for the purposes of this contract, or for any of the purposes referred to in the conditions and provisions expressed in the second schedule hereto.

Article 6. The word "materials," in the third condition in the second schedule hereto, means and includes all rock, stone, gravel, clay, sand, earth, and other like materials obtainable from the lands referred to in that condition.

Article 7. So long as Mr. John Hawkshaw, of Great George-street, Westminster, is competent and willing to act in that behalf, he shall be the standing referee for the purposes of this contract, and on his or any successor to him ceasing to be the standing referee, the names of three competent English civil engineers, who are willing to act in that behalf, shall be furnished to the Company by the Board of Trade, from which the Company shall select one; and in default of their selecting within seven days one of such three persons whose names shall have been so submitted to them, the Board of Trade shall appoint such successor.

Article 8. On the application of the Colonial Government and the Company, or either of them, the Board of Trade from time to time, if they think fit, may remove any person from being the standing referee, for the purposes of this contract, and may nominate another competent English civil engineer in his place, in the manner provided in the last preceding clause; but after any engagment has been made with any person as standing referee for the purposes of this contract, he shall not be removable without his own consent, except on the ground of his neglect of duty or incapacity, the fact and importance of the neglect or incapacity to be determined by the Board of Trade.

Article 9. The remuneration of the standing referee, and all his expenses attending the execution of his duties, shall be borne and paid in the first instance by the Colonial Government; but the Colonial Government may from time to time, on the termination of the duties of the standing referee, if it shall so please, require the Company to repay the sum or sums which may from time to time have been so paid by the Colonial Government; and in such event the amount which shall have been so repaid by the Company, shall be added to the sum on which the guaranteed interest is to be paid by the Colonial Government as provided by Article 62.

Article 10. The Company will, on demand by the Colonial Government, pay to them the sum or sums which may have been paid by the Colonial Government in accordance with the last preceding article.

Article 11. The duties, powers, and authorities of the standing referee will exist until the full and final completion in all respects, and opening of the whole railway has been certified by the colonial engineer, and for twelve months after the day which he shall so certify to be the day of completion.

Article 12. In case of dispute between the Colonial Government and the Company, touching any of the matters referred to in this contract, the standing referee may, if he consider it indispensably necessary for the satisfactory performance of his duty, send out an engineer, to be approved by him, to investigate and report on the subject matter of such dispute.

Article 13. The lands and materials which the Company are, according to the third condition in the second schedule, hereto to be entitled to take and use, free of all charge, or otherwise to acquire, at the expense of the Colonial Government, shall include all lands and material required by the Company for temporary purposes; but when those purposes are fulfilled the lands acquired for the same, and not required for the permanent purposes of the railway, shall revert to and become the absolute property of the Colonial Government; and the

the fact of any lands so acquired not being required for permanent purposes, and the quantity of the lands so to revert shall, in case of difference, be decided by the standing referee.

All the lands to be permanently taken, used, and acquired by the Company for the purposes of this contract, shall be conveyed or vested directly to or in them, so that, according to the laws of the colony, they shall be the absolute owners thereof in fee simple. Article 14

If, and so far as it is from time to time requisite, for the acquisition of any lands by expropriation that legal proceedings should be taken, all such proceedings shall, at the request of the Company, be taken and prosecuted with all practicable speed by the proper officers, and under the authority and at the expense of the Colonial Government. Article 15.

The lands to be so conveyed to or vested in the Company shall be sufficient for a double line of railway throughout and for the works connected therewith, and for sidings and turn-out places, and passing places at the terminal and intermediate stations, and also for the terminal and other stations on the railway and the buildings, yards, and conveniences of the stations. Article 16.

The Colonial Government will pay all damage for severance of land, and the Company will pay all other damages, whether temporary, recurring or permanent, and all expenses in any way relating to or consequent on the execution of works, and will fully indemnify the Colonial Government for all such last-mentioned damages and expenses, and all claims and demands in respect thereof. Article 17.

The Colonial Government, from time to time, will put the Company in full possession of the lands requisite for the construction of the railway, including lands required by the Company for temporary purposes, and so that the Company shall not, by reason of not having such possession, be prevented from commencing, proceeding with or completing the railway according to this contract. Article 18.

If, however, the Colonial Government should fail in the due performance of Article 18, then and in every such case the Company shall have such relief as is provided by Article 41, but shall not, by reason of any such failure, have any claim against the Colonial Government for damages, or any other claims, except the claim for that relief. Article 19.

Where the Company require any temporary roads or other temporary works to be made across, or in any lands or streams adjoining, or near to the line of the railway, the Colonial Government will, at the expense of the Company, assist them in obtaining the requisite authority, or permission, for the making, maintaining and using of the same; and when the roads, or other works so made, are no longer requisite for the purposes of this contract, the Company, if required by the colonial engineer so to do, will restore the sites thereof to, as nearly as may be, their former condition, and the Company will bear and pay, and will indemnify the Colonial Government from all costs, damages and expenses, whether temporary, recurring or permanent in relation thereto. Article 20.

Where the Company find it requisite, for the execution of any of the works, to interfere with any present or future private road or private way, or any private watercourse, the Company, if required by the colonial engineer so to do, will, before interfering with the road or way, or watercourse, make as near as may be thereto and in the direction thereof another road or way, or watercourse, as nearly as may be equally convenient with the road or way, or watercourse to be interfered with, and by way of substitution for the same, and will, during the progress of the works, and for twelve calendar months after the completion of the portion of the railway nearest to the road or way, or watercourse, maintain the substituted road or way, or watercourse, in good repair and condition, and so leave the same at the end of that time; and the Company will bear and pay, and will fully indemnify the Colonial Government against all costs, losses, damages and expenses occasioned by such interference or substitution, or relating thereto: Provided always, that the cost of maintaining in manner aforesaid such substituted roads, ways or watercourses, after the completion thereof, and of the portion of railway nearest thereto, shall be a charge on the revenue of the Company, and deemed part of the working expenses, and not of the costs of construction. Article 21.

The line of the railway shall be staked out in accordance with the plan to this contract annexed by and at the expense of the Company, and to the satisfaction of the colonial engineer. Article 22.

The Company will execute the whole of the railway and works, above and below, and on the level, with all requisite terminal and intermediate stations, sheds, buildings, platforms, water supply, approaches, watercourses, drains, fences, electric telegraph, machinery, apparatus and other works, requisites and conveniences, and will provide and employ all engineering requisites, materials, workmanship, labour and other matters required in and about the execution of the works and for the purposes thereof, and the railway shall not in any respect be inferior to the generality of railways in England. Article 23.

The railway shall be made as a single line of railway, except only that at the terminal and intermediate stations, and at such other places as the colonial engineer requires, such sidings and turn-out places and passing-places, with proper points and crossings, shall be made as the colonial engineer, or in the case of difference between him and the Company, as the standing referee shall require: Provided always, that in the event of such sidings Article 24.

and turn-out places, and passing-places so required by the colonial engineer exceeding 10 per cent. of the length of the main line of the railway, the cost of such extra works beyond 10 per cent. shall be added to the sum on which the guaranteed interest is to be paid by the Colonial Government, as provided by Article 62.

Article 25. The Company will execute all the works in the best and most workmanlike manner, with materials, workmanship, and labour of the best quality, character, and description of their respective kinds, to be approved by the colonial engineer, except so far as any of such materials shall have been previously approved by the standing referee under the provisions of Article 35, whose certificate of approval, given in conformity with that article, shall be final and conclusive.

Article 26. All the details of the lands to be required, and the works to be executed, and the materials fixed, plant and rolling stock to be respectively provided under this contract, and all the details of the specification for, and the plans and working drawings, and working sections of the works in case of difference arising with reference thereto between the Colonial Government and the Company, shall be decided on and determined by the standing referee.

Article 27. The Company will execute and provide not only all the works and materials referred to in the second schedule, and shown by the plan and section annexed to these presents, but also all such other works and materials as are necessarily or reasonably implied by, or to be inferred from, the conditions and provisions in the second schedule hereto, and that plan and section respectively, it being the true intent of this contract that the works and materials to be executed and provided respectively by the Company, according to this contract, shall comprise all works, buildings, materials, operations and things whatsoever proper and sufficient for the perfect execution and completion of the railway in a fit state for public traffic.

Article 28. The Company will provide all such stations and station plant, and furniture of every kind, fixed and moveable, as the colonial engineer shall reasonably require, and in case of difference between him and the Company, as the standing referee shall determine.

Article 29. The sum to be so expended by the Company shall, as regards every terminal and other station, include the cost of all the buildings of the station, and of all sidings, signals, fittings, fixed plant, station arrangements, furniture and other things whatsoever, at, in, and in connexion with the station, beyond what would be required for the railway there if no station were made there.

Article 30. The Company will provide and maintain, to the satisfaction of the colonial engineer, proper and sufficient machinery, apparatus, instruments and conveniences, for the working of the electric telegraph to and from all the terminal and other stations on the railway; and will, if so required, provide and maintain for the use of the Colonial Government, as well as for their own requirements, a sufficient number of persons duly instructed and qualified for the purpose of working the same, who shall be bound to work the same for the Colonial Government at all reasonable times; and the charge to the Colonial Government for such service shall be one-half the minimum charge for the time being made to the public for the like service.

Article 31. The Company, from time to time, will permit the wire of the electric telegraph, which is to be kept for the exclusive use of the Colonial Government, to be connected with any other wire or wires belonging to or under the control of the Colonial Government, and to be worked at all reasonable times by officers or servants of the Colonial Government, exclusively, freely, and without charge, and will afford to the Colonial Government and their officers and servants respectively, all proper and sufficient facilities in that behalf, so, however, as not to give to the Colonial Government any right, except as next hereinafter mentioned, to interfere with the use of the same by the Company's servants for the management and working of the line of railway.

Article 32. In case at any time hereafter of disturbance, or apprehended disturbance, in the colony, if the Colonial Government shall deem it necessary or expedient for the public safety to seize and take into their own hands, temporarily, the said electric telegraph, and shall, by warrant, under the hand of the colonial secretary for the time being, certify such necessity, it shall be lawful for them to so seize and take into their own hands the said electric telegraph, and the wires, instruments, and apparatus thereof, doing as little damage thereto as possible, and restoring the same to the Company as soon as the requirements of the public safety shall, in the judgment of the Colonial Government, allow.

Article 33. In case the Colonial Government shall at any time avail themselves of, and exercise the powers given them by the last preceding article, they shall make good to the Company all damage, loss, costs, charges and expenses, which may have been thereby occasioned to them, the amount to be ascertained, in case of difference, by arbitration, in the manner provided by this contract.

Article 34. The Company will execute all the works under the superintendence, and to the satisfaction of, the colonial engineer.

Article 35. All fixed plant, materials, and rolling stock manufactured in Europe, and shipped by the Company for the colony for the purposes of this contract, shall, before being shipped, be inspected

inspected and approved by the standing referee, and the Company will give to him, and also to Captain Galton, or to such other person in England as shall be named by him, or by the Colonial Government for that purpose, such sufficient notice of every intended shipment thereof as will enable them to make the inspection, and in case of difference between the Colonial Government and the Company as to the nature or quality, or the sufficiency or amount, of such fixed plant, materials, and rolling stock, the same shall be determined by the standing referee.

Article 36. If the Company provide any materials, or fixed plant, or rolling stock, or execute any work which in the judgment of the standing referee shall be of bad or improper quality or kind, they will, on receiving notice thereof, forthwith replace the materials, or fixed plant, or rolling stock objected to, by others of proper quality and kind, and will properly execute the work objected to.

Article 37. The Company will, at all times during the execution of the works, employ a sufficient number of competent and proper foremen to give constant superintendence to the works.

Article 38. The Company will not proceed with the works of construction or repair on a Sunday, and will not on a Sunday employ or permit to be employed any labour thereon, except only in case of inevitable necessity.

Article 39. The Company will pay punctually all sums of money which become due from the Company, in the Colony, for materials, workmanship, labour, or otherwise, and will not pay any wages in truck.

Article 40. The Company will commence the works within six calendar months after the day of the date of these presents, and will proceed therewith with due dispatch to the satisfaction of the colonial engineer, and will complete the whole of the railway within three years after the day of the date of these presents.

Article 41. But if the Company should be delayed in the commencement, construction, or completion of the railway by reason of any failure on the part of the Colonial Government to deliver in due time to the Company full possession of the lands, or by reason of any other act or default of the Colonial Government, or of the colonial engineer, or by reason of invasion of the Colony, or war, or civil commotion within or beyond the limits thereof, or by shipwreck, then and in every such case, the period for the commencement, or, as the case may be, for the completion of the railway, shall be extended by a period commensurate with the period of the respective delay.

Article 42. In the event of there being any delay, as expressed in Article 41, the 12 calendar months expressed in Article 90 shall in every such case be extended by a period equivalent to the period of the respective delay, the fact of the delay and its duration, and the right of the Company to the extension to be respectively determined, in case of difference, by the certificate of the standing referee.

Article 43. During the progress of the works the Company at all reasonable and convenient times, so as not to obstruct or hinder the traffic on or business of any completed portion of the railway, may use without charge, for the conveyance of workmen and others in the employ of the Company, and the carriage of contractors, plant, and materials, and fixed plant for the purposes of the works, all such parts of the railway as from time to time can be so used, and whether completed and open for public traffic or not.

Article 44. The Colonial Government and their officers will from time to time, so far as their powers and authorities extend, afford to the Company all reasonable facilities in the power of the Colonial Government, for the due performance of their part of this contract.

Article 45. The Company, before the opening of the first portion of the railway, will provide such proper and sufficient plant, and rolling and working stock as shall be necessary for the proper working the portion of the railway then completed; and, before any further portion of the railway is opened, will provide such additional plant, and rolling and working stock as shall be necessary for the proper working of the portion of railway then completed; and before the completion and opening of the whole of the railway, will make such additions to the plant, and rolling and working stock as shall be necessary for the proper working of the entire railway; and will at all times during the continuance of the guarantee keep up and maintain such plant, and rolling and working stock in good and efficient working order and condition; and in case any difference arises between the Colonial Government and the Company as to the quantity or fitness or sufficiency of such plant, rolling and working stock, it shall be referred to and determined by the standing referee during his continuance in office under the provisions of this contract, and after he shall have ceased to act, then by arbitration in the manner hereinafter provided: Provided always, that the Colonial Government shall not be entitled to object to the quality or character of any plant, rolling or working stock which shall have been previously approved of and certified by the standing referee, after notice to Captain Galton, or such other person as shall be named by him for that purpose, pursuant to Article 35.

Article 46. The several provisions of Articles 47 to 55, both inclusive, shall be performed and observed with respect to such portions of the railway as are from time to time completed and opened for public traffic, and with respect to the whole of the railway respectively from

from the respective times of the opening of the same respectively for public traffic, and thenceforth during the continuance of the guarantee.

Article 47. The Company will maintain a complete repair, and in an efficient working state, and in good order and condition, the railway, and every portion thereof, and all accommodation works for landowners and works for the protection of streams, watercourses, drains, and roads, and all other works for public and private purposes respectively, which the Company according to the provisions of this contract shall be bound to make and maintain.

Article 48. The Company will insure, and keep insured, against damage by fire all the insurable parts of the railway, and the rolling stock thereon, and will apply all moneys recovered in respect of any such insurance in or towards making good the loss or damage in respect of which it is recovered.

Article 49. The Company will manage, regulate, work, and use the railway, and every portion thereof, in a proper and safe manner, and according to the system of management from time to time adopted on the generality of English railways for the conveyance of passengers, animals, minerals, goods, merchandize, and other traffic whatsoever, on the railway, and the reception, accommodation, and delivery of the traffic whatsoever, and the reception, transmission by the electric telegraph, and delivery of messages, and in all other respects duly keep the same open for the convenient and safe user thereof by the public.

Article 50. The Company will engage and employ on and about the railway, and every portion thereof, such a number of competent and careful managers, station-masters, clerks, engine-drivers, stokers, guards, pointsmen, watchmen, porters, labourers, and other officers and servants, as shall be proper and sufficient for the efficient and safe management and working of the same, and the proper accommodation of the public with reference thereto.

Article 51. The Company will provide and maintain in complete repair, and in an efficient working state and good condition, and employ and use, for the purpose of the traffic whatsoever on the railway, and the general accommodation of the public with reference thereto, all such locomotive and other engines, and other power, horses, carriages, trucks, carts, machinery, apparatus, utensils, implements, and things whatsoever, as shall be fully adequate in that behalf.

Article 52. The Company shall charge such tolls, fares, or rates for passengers or goods as they may think fit; but all such tolls, fares, and rates shall be at all times charged equally to all persons, and after the same rate, whether per ton, per mile, or otherwise, in respect of all passengers and of all goods or carriages of the same description, and conveyed or propelled by a like carriage or engine passing only over the same portion of the line of railway under the same circumstances; and no reduction or advance in any such tolls, fares, or rates shall be made, either directly or indirectly, in favour of or against any particular Company or person travelling upon or using the railway.

Article 53. The Company will duly ascertain and keep full, true, and perfect accounts of all passengers, animals, minerals, goods, merchandize, and other traffic whatsoever, conveyed upon the railway, or any part thereof, and of all the receipts, credits, payments, and liabilities in respect of the management, regulation, maintenance, repair, insurance, working and user of the railway; and the reception, accommodation, transmission, and delivery of the traffic thereon, and of their receipts and credits from all other sources, and their payments and liabilities on all other accounts; and the accounts to be so kept shall comprise all such names, places, dates, numbers, distances, quantities, qualities, weights, measure, and other particulars, as shall be proper and sufficient for the full elucidation thereof.

Article 54. The Company will duly obtain and preserve all such vouchers and documents, and other evidence, as shall be proper and sufficient for the verification of the accounts to be so kept.

Article 55. The accounts and vouchers to be kept by the Company for the purposes of this contract shall be open, according to the 17th condition in the second schedule hereto, to the inspection of the Colonial Government, and the Company, whenever thereunto reasonably required by the Colonial Government, will duly vouch and verify the accounts.

Article 56. The Company and their officers and servants, in the performance and observance by them in all respects of this contract, will duly conform to and observe all the obligations from time to time imposed on railway companies by the laws of the Colony, and will indemnify the Colonial Government from all costs, losses, damages, expenses, claims, and demands, by reason of the non-performance or non-observance by or on the part of the Company of the same respectively.

Article 57. The Company will bear and pay, and will indemnify the Colonial Government against all damages and expenses which, during the continuance of this contract, are occasioned by any misfeazance, neglect, or default of the Company, or any of the persons in their employ.

Article 58. The Company will not, without the previous consent of the Colonial Government, testified by writing under the hand of the Governor, assign this contract, or any part thereof, or sell, demise, or part with the actual possession, management, or working of the line, or any part thereof.

Article 59. The Colonial Government hereby guarantee the payment to the Company of the interest to be paid to them under Sections 1 and 2 of the recited Act of the Colonial Parliament, and

and according to the 9th, 10th, 11th, 12th, and 13th conditions in the second schedule hereto, and these articles respectively.

The term of years for which the guarantee is to subsist shall be the term of 50 years from the day to be certified by the colonial engineer as being the day of the completion and opening for public traffic of the whole of the railway, including the Electric Telegraph from Cape Town to Wellington. Article 60.

The rate of the guaranteed interest shall be at the rate of 6 *l.* per cent. per annum. Article 61.

The sum on which the guaranteed interest shall be paid by the Colonial Government shall be either the sum of 470,000 *l.*, or the sum which the colonial engineer shall certify to be the amount actually expended, and *bonâ fide* paid by the said Company as expressed in the 10th condition in the second schedule hereto, and provided for by these articles, whichever shall be the less sum: Provided always that the said amount so certified to have been expended or paid, or the said sum of 470,000 *l.*, shall be increased by any sum or sums which the Company shall, on the requirement of the Colonial Government, have repaid to them, pursuant to Articles 9 and 10, and by any additional outlay or expense to which the said Company may have been put, pursuant to Article 24, or under the circumstances mentioned in Article 97: Provided also that, in any case and under any circumstances, the certified amount of expenditure, and any increase thereof by the addition of any sums, as in this article referred to, shall not in the aggregate exceed the sum of 500,000 *l.* Article 62.

In conformity with the provisions of Section 1 of the recited Act of the Colonial Parliament, it is hereby stipulated that the sum upon which the annual interest of 6 *l.* per cent. per annum is guaranteed by the Colonial Government shall not exceed the sums actually expended or paid by the Company in and for the construction of the railway, nor except so far as is contemplated by Articles 9, 10, and 24, exceed in any case the sum of 470,000 *l.* sterling. Article 63.

The Company's claim for the payment of the guaranteed interest shall only be for its payment, according to Section 2 of the recited Act of the Colonial Parliament, out of the public revenue of the Colony. Article 64.

Subject to Articles 9, 10, and 24, the 9th and 12th conditions in the second schedule hereto shall respectively be read and have effect as if the sum of 470,000 *l.* had been expressed therein, instead of the sum of 500,000 *l.* actually expressed therein. Article 65.

The colonial engineer shall, as soon as can be after the completion and opening for public traffic of the whole of the railway from Cape Town to Wellington, certify, for the purposes of the guarantee, the amount of the Company's total expenditure, according to this contract thereon. Article 66.

The colonial engineer shall not give a certificate of the completion of any portion of the railway until proof reasonably satisfactory to him be given to him of all debts due by the Company for workmanship, labour, or materials provided for the respective portion of the railway having been duly paid, or adequate provision for the payment thereof having been made, except that the respective certificate may, if the Company so require, be given without such proof in any case in which there appears to him to be a reasonable dispute, doubt, or question, as to the existence or amount of the respective debt. Article 67.

The colonial engineer shall not give to the Company any certificate for any of the purposes of this contract at any time when they are wilfully failing in the due performance or observance of any of the obligations thereof. Article 68.

The amount to be paid by the Colonial Government to the Company in respect of the purchase of lands and materials from private persons, if any, shall be ascertained and certified by the colonial engineer, and in case of difference between him and the Company, then by the standing referee. Article 69.

When any materials, fixed plant, and rolling stock, manufactured in England and shipped by the Company for the Colony for the purposes of this contract, are inspected and approved as required by this contract, and are delivered at the works and appropriated to the satisfaction of the colonial engineer for the purposes of this contract, the colonial engineer, if thereunto required by the Company, shall certify the amount of the Company's expenditure in providing shipping and delivering the same. Article 70.

For the purposes of Article 70, all materials, fixed plant, and rolling stock not manufactured in Europe and shipped by the Company for the Colony, shall be deemed to be provided by the Company at the times when the same respectively are deposited at the works, and are appropriated to the satisfaction of the colonial engineer to the purposes of this contract. Article 71.

All the expenses of freight and insurance, fixed plant, materials, and rolling stock manufactured in Europe and shipped by the Company for the Colony for the purposes of this contract, and all other expenses of and incident to the delivery thereof at the works, the amount thereof to be certified by the colonial engineer, shall be deemed part of the Company's expenditure on the railway. Article 72.

But all articles shipped by the Company for the Colony for the purposes of this contract shall Article 73.

shall be so shipped, and shall be transmitted to and delivered at the works, at the risk in all things of the Company, and the amount of any expenses to the Company by reason of the loss, abstraction, or damage thereof, shall not be regarded for the purposes of this contract as an expenditure of the railway.

Article 74. The colonial engineer's certificate shall specify separately the expenditure, if any, of the Company in providing shipping, transmitting to and delivering at the works all contractors' plant.

Article 75. When the colonial engineer gives his certificate of the completion of the whole of the railway, he shall certify that, in fixing the amount of the Company's expenditure, he has not taken into account as part thereof the value of the plant used by the Company, or any contractor under them, in making the railway.

Article 76. The colonial engineer may, at the request of the Colonial Government, or of the Company, give a certificate of any fact or matter relating to this contract, according to his knowledge, information, and belief; and every such certificate shall, as between the Colonial Government and the Company, and unless and until the contrary be proved, be for the purposes of this contract conclusive evidence of every fact or matter thereby certified.

Article 77. All questions touching any conflict between any of the provisions of these articles, and any of the terms and conditions of the second schedule hereto, or touching the manner in which and the extent to which any of the provisions of these articles are to prevail over any of those terms and conditions, shall be referred to the standing referee, whose certificate thereon shall be conclusive.

Article 78. All certificates in relation to this contract shall be made in duplicate, and transmitted, one part thereof to the Secretary of the Colonial Government, and the other part thereof to the Company.

Article 79. Every certificate in writing given under the hand of the party certifying for any of the purposes of this contract shall be binding and conclusive on the Colonial Government and the Company respectively, and, except as is otherwise provided by this contract, shall be final, save only that the person so certifying by his last certificate given for purposes of this contract may make any rectification as to actual errors of facts only which he thinks necessary and proper, of all or any of his prior certificates.

Article 80. The Colonial Government will pay to the Company all such sums as shall from time to time be payable, according to the provisions of this contract, to them.

Article 81. The Company will pay to the Colonial Government all such sums as shall from time to time be payable, according to the provisions of this contract, to them.

Article 82. The provisions of the condition in the second schedule hereto shall extend and apply to all payments to be made according to this contract by the Colonial Government to the Company.

Article 83. Unless the Colonial Government shall specially appoint any other officer or person to exercise the powers contained in the 6th and 17th conditions in the second schedule hereto, and to examine and report provided for thereby, the colonial engineer shall be the person to exercise all such powers and authorities.

Article 84. Whenever the Government make any demand on the Company under the 6th condition in the second schedule hereto, or any demand in writing on them under the 7th condition in that schedule, to repair or set right any breach therein referred to, or require any abandonment or alteration under the 17th condition in that schedule, and the Company deny the reasonableness, justice, or propriety of the demand or requisition, or any controversy arises which, according to the 21st condition in that schedule, is to be decided by arbitration, the matter in controversy shall be referred to and decided by the standing referee, to the exclusion of all other arbitration, and his certificate thereon shall be conclusive.

Article 85. Whenever, after the expiration of 12 months after the day which the colonial engineer certifies to be the day of the completion of the whole railway, any matter is in controversy between the Colonial Government and the Company which, according to the 6th and 7th and 17th and 21st conditions in the second schedule hereto respectively, might be referred to arbitration, it shall be referred to arbitration, according to the provisions of Articles 95 to 112, both inclusive, and any valuation to be made, according to the 20th condition in this schedule, shall be made by arbitrators according to those provisions.

Article 86. On or before the 10th of November next the Company will transfer to four persons, as trustees, two to be named by Captain Galton on behalf of the Colonial Government, and two to be named by that Company on their own behalf, such securities or investments as Captain Galton shall approve and shall consider to be of the present market value of 25,000 *l.*; and if and whenever there is any vacancy by death, resignation, incapacity, unfitness, or absence abroad of any of the trustees, Captain Galton, or him failing the Colonial Government as to any vacancy in the number of the trustees appointed on behalf of the Colonial Government, and the Company as to any vacancy in the number of the trustees appointed on their behalf, may appoint another person to supply the vacancy, and on every change of trustees the securities or investments shall be transferred to the trustees then in office.

The

The receipts of the trustees shall be sufficient discharges for any trust monies paid to them, and the trustees shall not be answerable the one for the other, or for involuntary losses, and they shall be paid the expenses of their trusteeship out of the trust funds. Article 87.

The trustees shall pay to the Company, or authorise and permit them to receive, the yearly income of the securities and investments, or of such part thereof as from time to time remains not disposed of, according to this contract. Article 88.

When the colonial engineer certifies that the Company have expended to his satisfaction at least 25,000 *l.* in and about the execution of works, and the providing of materials according to this contract, and that the materials so provided have been delivered at the works, and to his satisfaction devoted to the purposes of this contract, the trustees shall thenceforth hold the securities and investments upon trust, to re-transfer them to the Company, or at the option of the Company, to convert them into money, and pay the net proceeds thereof, at such times and to such extent as the colonial engineer shall certify, but for the purpose exclusively of being applied on and in and for the advancement of the works provided by this contract. Article 89.

But if the Company do not, within 12 calendar months after the day of the date hereof, or within such further period, if any, as is provided for by Article 41, expend, to the satisfaction of the colonial engineer, at least 25,000 *l.*, as expressed in Article 89, then the trustees shall thenceforth hold the whole of the securities and investments, or such part and parts thereof as the Colonial Government deem it just and proper to require, upon trust for the Colonial Government, and to be dealt with and disposed of as they think fit, and only the residue, if any, thereof, shall be held upon the trusts declared by Articles 88 and 89 respectively. Article 90.

The Company will engage and, at all times during the continuance of the guarantee, employ in the Colony a person to be their agent there, for the purposes of this contract, and to be their representative and agent in all matters in which the Colonial Government and the Company shall from time to time be mutually interested, and proper communication shall be kept up between the Colonial Government and the person so employed. Article 91.

All notices to be given by or on behalf of the Company to the Colonial Government for the purposes of this contract, shall be in writing under the hand of the managing director of the Company, or under the hand of the Company's engineer or agent previously nominated in writing by the Company for the purpose, and shall either be delivered to the Secretary of the Colonial Government personally or be left with some clerk or servant at his official residence at Cape Town. Article 92.

All notices to be given by or on the part of the Colonial Government or the colonial engineer to the Company for the purposes of this contract shall be in writing under the hand of the colonial secretary or as the case may be under the hand of the colonial engineer, and shall either be delivered to the managing director of the Company personally, or to be left with their agent in the Colony, or with some officer or servant of the Company at their office in London, or at their office in the Colony, or if there be none, at the post office there. Article 93.

The provisions of these articles with respect to the certificates of the colonial engineer and the provisions of Articles 95 to 112, both inclusive with respect to arbitration, shall be substituted for and wholly supersede the provisions for arbitration expressed in the conditions in the second schedule hereto. Article 94.

All matters and questions which, according to this contract, are to be determined by arbitration, and all questions arising between the Colonial Government on the one hand and the Company on the other hand, touching the construction, intent, effect, incidents, consequences or fulfilment of this contract—or touching any breach or alleged breach or non-fulfilment of any of the terms and conditions of this contract, or touching any damages, costs, or expenses, by reason of or any other consequences of any such breach or non-fulfilment or alleged breach or non-fulfilment, or otherwise touching the premises, shall if such matters and questions arise at any time prior to the expiration of 12 calendar months next after the day which shall have been certified by the colonial engineer to be the day of the completion of the whole railway, be referred to and determined by the standing referee; and if such matters and questions arise after the expiration of the said period of 12 calendar months, they shall be referred to and determined by arbitration, as provided by these presents. Article 95.

The pendency of any reference to the standing referee under this contract shall not free the Company from any obligation of proceeding in the execution of this contract, as if such reference were not pending. Article 96.

If, pending any reference to the standing referee, the Company proceed with any part of the railway in a manner insisted upon by the colonial engineer and objected to by the Company, and the manner of executing the same shall be the subject of such reference, the standing referee shall, if he shall be of opinion that the construction of such part of the railway might and ought to have been permitted by the colonial engineer in a less expensive manner than that insisted upon by the colonial engineer, certify such excess of cost, and if such excess shall not have been already allowed by the colonial engineer, the certified amount Article 97.

amount of expenditure, or the sum of 470,000*l.*, as the case may be, shall, as in Article 62, provided and subject to the proviso last in that article contained, be increased by such excess.

Article 98. In every case in which any question is, according to these presents, to be determined by the standing referee, it shall be sufficient for him from time to time to give his certificate in writing, expressing his determination upon the subject matter so referred to him, which certificate shall be delivered by him, under his hand, in duplicate, to the Colonial Government and to the Company, and shall have all the force and effect of a formal award, and such certificate may, if either party so please, be made a rule of any court of law or equity in England, which court shall have all the usual powers with reference thereto.

Article 99. In every case in which any question is according to these presents to be decided by arbitration otherwise than by the standing referee, the question shall be referred to the arbitration of two competent and impartial persons respectively resident in England, one to be named by Captain Galton, or him failing, by Her Majesty's Secretary of State for the Colonies, and the other to be named by the Company.

Article 100. But where the Colonial Government and the Company so agree the reference shall be made to a single arbitrator.

Article 101. Where the two parties do not agree in a single arbitrator, if there be a failure on the part of either of them for 14 days after request by the other party in naming an arbitrator, then both arbitrators shall be named by or on behalf of the party by or for which the request is made.

Article 102. If the question referred, or any part thereof, shall be a question of law, the single arbitrator, or the two arbitrators, shall not award thereon, or on such part thereof as is a question of law, but shall refer the same at once to a barrister-at-law, to be on the application of either party named by the Board of Trade as the umpire in that behalf, and every such question as law shall be so referred by the single arbitrator, or by two arbitrators within 10 days after it is raised, and if not so referred by them or him, may be so referred by or on behalf of the two parties or either of them.

Article 103. If the two arbitrators shall not, within 30 days next after the question or matter is referred to them, agree on their award thereon, or on such part thereof as is not a question of law, then it shall be referred to the umpirage of such one person as the two arbitrators shall, before entering on the business of the reference, nominate as their umpire; or if they shall fail, for 10 days after their appointment, to name an umpire, then to the umpirage of such one person as the Board of Trade shall, on application, by or on behalf of the two parties, or either of them, appoint to be the umpire.

Article 104. The award of the single arbitrator, or of the two arbitrators, or of the umpire, as the case may be, if made in writing, under his or their hand or hands, and ready to be delivered to the parties within 30 days next after the question in difference is referred to the single arbitrator, or to the two arbitrators, or to the umpire, as the case may be, shall be binding and conclusive on both parties; and all such acts and things shall be thereafter made, done, omitted, and suffered, as the award requires.

Article 105. The single arbitrator, and the two arbitrators, and the umpire, respectively, shall have full powers to make, if he or they think fit, several awards instead of one award; and every such award, though not on the whole matter, shall be conclusive, so far as it extends, and as if the matter awarded on were the whole matter referred.

Article 106. The award of the umpire, being a barrister-at-law, on any question of law, shall in like manner be conclusive and binding, without reference to its legal accuracy.

Article 107. The single arbitrator, and the two arbitrators, and the umpire, respectively, shall have full powers to proceed, in the absence of both or either of the parties, after giving to both parties such notice as the single arbitrator, or the two arbitrators, or the umpire, shall think sufficient of his or their intention so to proceed.

Article 108. The single arbitrator, and the two arbitrators, and the umpire, respectively, shall have full power to inspect the books and accounts of the two parties respectively, relating to the matter in question, and to examine, on oath or affirmation, or on statutory declaration, in lieu of oath, if required by the single arbitrator, or by the two arbitrators, or either of them, or by the umpire, the directors of the Company, and the officers, agents, and witnesses of the two parties respectively.

Article 109. The single arbitrator and the umpire, respectively, shall have full power, by writing, under his respective hand, from time to time, to extend the period of 30 days, within which his award is to be made; and if it be made and ready to be delivered, as aforesaid, within the extended period, it shall be binding and conclusive, as if made within the 30 days.

Article 110. The costs of the arbitration, and of the award, shall be in the discretion of the single arbitrator, and the two arbitrators, and the umpire, respectively.

Article 111. The submission to reference made by these presents may at any time be made a rule of any court of law or equity in England, on the application of the two parties, or either of them;

them; and the court shall have full power to remit the matter to the single arbitrator, or to the two arbitrators, or to the umpire, with such directions as the court think fit.

Full effect shall be given, under "The Common Law Procedure Act, 1854," and every other Act of Parliament, from time to time in force and applicable in that behalf, and also under any and every Act of the Colonial Parliament, from time to time in force and applicable in that behalf to the provisions of these presents, touching arbitration. Article 112.

In witness whereof, the above-named Sir George Grey, in his capacity of Governor of the Colony of the Cape of Good Hope, hath hereunto, by Douglas Galton, his attorney and agent in that behalf, set his hand and seal, and the Cape Town Railway and Dock Company have hereunto set their common seal, the day and year first above written.

George Grey,
by *Douglas Galton,*
his Attorney and Agent. (Seal.)

Signed, sealed and delivered
in the presence of

Francis T. Bircham,
Solicitor, Westminster.

The Common Seal of the Company was affixed in the presence of,

John Borradaile,
G. Latham Browne, } Directors.

SCHEDULE 1.

To all to whom these presents shall come.

WHEREAS by an Act made and passed by the Parliament of the Cape of Good Hope, numbered 20, of 1857, and entitled "An Act for the Construction of a Railway from Cape Town to Wellington," the governor for the said Colony for the time being is authorised and empowered to make and conclude a contract upon the best terms that can be obtained for the construction and working of the railway in the preamble to the said Act described: And whereas it is intended that the said contract should be tendered for, and be made and concluded in England: And whereas it is necessary in order that such contract may be so made and concluded that an attorney or agent should for that purpose be appointed by me, Sir George Grey, K.C.B., Governor and Commander in Chief of the said Colony of the Cape of Good Hope. Now, therefore, these presents witness that I, the said Sir George Grey, as such governor as aforesaid have appointed, and by these presents do appoint Douglas Galton, Esq., Captain, Royal Engineers, to be my attorney and agent for me, and in my name, as such governor, to make and conclude with any company or co-partnership which he shall think fit, a contract for the construction and working of the railway aforesaid, upon such terms, stipulations, and conditions as the said attorney or agent shall judge best for the Colony, promising, on my part, and on the part of the governor for the time being, to ratify and confirm whatever contract the said attorney and agent shall make and execute, so long as it shall be stipulated in such contract, as in the 1st section of the said Act, provided that the sum upon which the annual interest shall be guaranteed by the Colonial Government shall not exceed the sum actually expended in the construction of the said railway, nor exceed in any case the sum of 500,000 *l.*, and so long as it shall be stipulated that such annual interest shall not exceed the rate of 6 per cent. per annum, and so long as it shall be stipulated that the term to be fixed in such contract, during which such Government guarantee is to subsist shall not exceed 90 years, it being the true interest and meaning of these presents to authorise the said attorney or agent to make and execute, on behalf of the Colony just such a contract as I, as such governor, if personally present, might lawfully have made and executed.

Given under my hand and seal at Government House, Cape Town, this 20th day of May 1858.

Witnesses,
W. Porter.
Percy Vigors.

G. Grey,
Governor. (Seal.)

SCHEDULE 2.

CONDITIONS and PROVISIONS upon which the Government of the Cape of Good Hope will be prepared to Contract with any Joint Stock Company or other Party for the Construction and Working of the Railway from Cape Town to Wellington.

1. The line of railway to be constructed shall be a single line, and shall be the line described in the Act of the Colonial Parliament, No. 20, 1857, namely, from Cape Town through the town of Stellenbosch to Wellington.

2. The contracting party shall possess the exclusive right of having and working a railway upon this line during the term of years to be specified in the contract, as the term of years for which the Government guarantee, hereinafter described, is to subsist; upon the expiration of that term of years this exclusive right will be no longer guaranteed.

3. The contracting party will be entitled, under the 11th Section of the Colonial Act, No. 20, 1857, to take and use, free of charge, all necessary Government land and all materials for the construction of the railway which may be found in Government land; and the contracting party will also be entitled to exercise certain other powers in regard to lands and materials belonging to private persons. The powers which the contracting parties will possess in regard to Government lands and the lands of private parties are described in the 8th, 9th, 10th, and 11th Sections of the Colonial Ordinance, No. 8, of 1843, of which sections copies are hereunto annexed.

It is, however, agreed that the Colonial Government shall pay all purchase-money which, under the section above referred to, may become payable to private parties for land or materials required for the original construction of the railway, so that the contracting party shall have all such land and materials free of cost; but the term "materials" shall not include timber.

4. The contracting party shall lay and maintain a line of telegraph along the line of railway, or so much of the said line as the Colonial Government shall decide, and one wire shall be kept, if the Colonial Government shall so require, for the exclusive use of the said Government free of charge.

5. The rails for the railway to be of the weight of not less than 70 lbs. to the yard lineal; the working stock of engines and carriages and the other plant and machinery to be at all times during the term of years for which the Government guarantee is to subsist good and sufficient; the station accommodation to be, during the same term, equal to the wants of the traffic, and the character of the line and of its working not to be, during the same term, inferior to that of the generality of railway lines in England.

6. The Colonial Government to have the right, from time to time during the term of years for which the Government guarantee is to subsist, to appoint any officer or other person whom it shall deem fit, to examine and report upon the state and condition of the railway, and the working stock of engines, carriages, and other plant and machinery belonging thereto; and the contracting party shall be bound, upon the demand of the said Government, to put and keep the railway and working stock in fair and good working order and repair, or to amend the working of the railway. In case the contracting party should consider any demand so made by Government unreasonable or unjust, the matter in controversy shall be referred to three persons, one to be nominated by the Government, one to be nominated by the contracting party, and the third to be nominated by the other two before entering upon the matter of the arbitration, and the decision of any two or more of these three persons shall be final. The costs of every such arbitration to be in the discretion of the arbitrators.*

7. In case of any breach by the contracting party of any of the stipulations in either of the two last preceding clauses mentioned, which breach the said contracting party shall not, upon demand made in writing by the Colonial Government, either repair or set right without any unnecessary delay, or else refer to arbitrators as in the last preceding clause provided, the Colonial Government shall have the right to recover from the contracting party, as liquidated damages and not as a penalty, such sum of money not exceeding 1,000 *l.* as the said Government shall under the particular circumstances deem it just and proper to demand; and in case any matter in controversy, referred as aforesaid to arbitration, shall be decided, wholly or in part, against the contracting party, then any default made in fulfilling and obeying the decision of the arbitrators, shall entitle the Colonial Government to claim such liquidated damages as aforesaid.

8. All engines, plant, machinery, coals and other articles required for the construction or for the working of the railway, shall, during the term of years aforesaid, be admitted into the Colony free of customs' duty and of dues of wharfage.

9. When the line of railway from Cape Town to Wellington shall have been opened for traffic, then interest, at the rate stipulated in the contract, shall be guaranteed to the contracting party by the Colonial Government upon the sum then actually expended by the contracting party in the manner following (that is to say): in case the receipts from the railway

* Some amendment of this provision, with respect to arbitration, may be found to be necessary, in order to secure its operation.

way in any half year, after opening thereof, shall not, after the deduction of the expenses of working the said railway during such half year, leave a surplus equal to interest at the rate stipulated in the contract upon the sum actually expended by the contracting party, whether such sum so expended be below or above the sum of 500,000 *l.*, then the Colonial Government will pay and make good the difference or deficiency, so that the contracting party shall receive the stipulated rate of interest upon the sum actually expended. It is, however, to be expressly agreed upon and understood that, whilst the contracting party is to be entitled to apply the net profits from traffic to make good, as far as they will go, interest at the stipulated rate upon the whole sum actually expended, and to be entitled to call upon the Colonial Government to pay and make good the difference between such net profits and such interest, yet that at no time and under no circumstances is the Colonial Government to be called upon to pay in any one year any greater sum than interest at the stipulated rate upon a sum of 500,000 *l.*

10. The sum to be taken as actually expended shall, for the purposes of the last preceding clause, include and be composed of the following items, that is to say:—

1st. The cost of constructing the railway, including the cost of erecting, purchasing, or hiring all necessary buildings in the Colony and in England required for the purposes of the railway, with its stations and appurtenances.

2d. The cost of providing the working stock of engines, carriages, and other plant and machinery fit and proper for the working of the railway.

3d. The cost of laying down the line of telegraph, with its machinery and apparatus.

4th. A sum, equal to interest paid or supposed to be paid half-yearly, at the rate stipulated in the contract, upon all sums from time to time paid up or advanced for the construction or working of the said railway, reckoned from the time or times of paying up or advancing such sums down to the time when interest upon such sums, at and after such rate, shall, after the opening of the line for traffic, become payable out of net profits, or by virtue of the Government guarantee; in other words, the contracting party, whether a Joint Stock Company or not, may charge the stipulated interest upon moneys paid up and advanced as forming a part of the expense of constructing the railway.

11. It shall be competent for the contracting party to open the line for traffic in portions as completed; but, except with the consent of the Colonial Government, no portion of line shorter than 15 miles shall be opened for traffic, so as to entitle the contracting party to claim the payment of interest in the manner in the next succeeding clause set forth.

12. As often as any portion of the line less than the entire shall be opened for traffic, as aforesaid, the cost of constructing and providing for the working of the portion, shall, for the purpose of this clause, be taken to be a sum bearing the same proportion to 500,000 *l.*, which the number of miles composing the portion so opened, bears to the number of miles composing the entire line; and the Colonial Government shall pay and make good to the contracting party, interest at the stipulated rate upon such proportionate sum, in case the net profits to accrue from the working of the portion so opened, shall not be sufficient to pay such interest. Until, however, the entire line shall have been opened the contracting party shall not, in calculating the net profits of the traffic account, be at liberty to charge against the receipts from any opened portion of the railway, interest upon the moneys actually expended upon such portion, or upon any as yet unopened portion, in case those moneys exceed in amount the proportionate sum to be ascertained as aforesaid; it being the true intent and meaning of this provision, that the net profits arising from the workings of every portion of the line which may from time to time be opened, should, in reference to the Government guarantee, be applied in paying in relief of such guarantee interest at the stipulated rate upon the proportionate sum aforesaid, and not upon any greater sum; and that the interest upon any sum by which the sum actually expended may happen to exceed such proportionate sum, shall be capitalised as an item in the cost of the entire line, when opened in the manner provided in the 4th clause of the 10th of these conditions.

13. All interest which shall at any time be payable by the Colonial Government to the contracting party, shall be payable half yearly, and either in Cape Town or in London, or partly in Cape Town and partly in London, as the contracting party shall from time to time desire.

14. The contracting party may, subject to the provision hereinafter in this clause mentioned, charge such fares and rates for passengers and goods generally, as such party may think fit, but without granting undue preferences: Provided, however, that if the net receipts in any one year shall exceed 10 *l.* per cent. upon the outlay upon the entire line, or upon any opened portion of the line (the amount of such outlay to be ascertained in the manner in the 10th and 12th of these conditions mentioned), then it shall be lawful for the Colonial Government, if it shall so think fit, to require the contracting party to reduce such fares and rates, so far as may be judged necessary, in order to prevent the net receipts from exceeding 10 *l.* per cent. per annum upon the outlay.

15. In case the net profits of the railway, or of any opened portion of the railway, should in

in any half year during the term of years for which the Government guarantee is to subsist, amount to more than a sum equal to the interest at the rate stipulated in the contract upon the outlay of or sum actually expended by the contracting party, then the surplus over and above such interest shall be divided between the Colonial Government and the contracting party, share and share alike.

16. The contracting party shall agree and engage to complete the construction of the entire line from Cape Town to Wellington, and the contract shall specify the number of years, reckoned from the date of the execution of the contract, within which number of years the entire line shall be opened for traffic, and also specify the time at or before which the contracting party shall be bound to commence the construction of the railway. In case the contracting party shall fail to complete the entire line within the term of years specified in that behalf in the contract, the Colonial Government shall be entitled, if it shall judge it fitting, just, and proper so to do, to cease paying interest, as aforesaid, upon the cost of any portion or portions of the line which may have been opened for traffic, and shall also be entitled at its discretion to claim from the contracting party so in default 500 *l.* for every month during which any part of the line shall remain unopened for traffic after the day upon which, according to the contract, the whole line should have been opened for traffic, such sum or sums of 500 *l.* to become due and owing to the Colonial Government by the contracting party as liquidated damages, and not as a penalty, and to be either compensated and set off against any interest which may become payable by the Colonial Government to the contracting party after the opening for traffic of the entire line, or to be recovered by the Colonial Government from the contracting party by action of debt, as the Colonial Government shall elect and determine. And if a term of not less than 18 months next after the day stipulated for the opening of the entire line shall be suffered to elapse without opening the entire line, then it shall be lawful for the Colonial Government, if it shall judge it fitting, just, and proper so to do, to enter upon and take possession of the said railway, in whatever state or condition it shall then be in; and of all lands and buildings in the Colony belonging to, or connected with the said railway, and being in law immovable property, without being bound to pay or allow to the contracting party any sum of money, or to make to such contracting party any compensation whatsoever; but the entering upon and taking possession of the matters aforesaid shall not prejudice the right of the Colonial Government to recover from the contracting party any sum or sums of 500 *l.* aforesaid, which may then remain unsatisfied, which shall continue to be claimable and payable, notwithstanding the entering upon and taking possession of the matters aforesaid.

17. The contracting party shall at all times during the continuance of the Government guarantee afford to such person or persons as shall be appointed by the Colonial Government free access to all books, accounts, and documents relating to the said railway, the expenditure of capital upon its construction, and the working and maintenance of the same. And during the progress of the works the contracting party shall be bound to give to such person or persons as shall be appointed by the Colonial Government full information relative to all works, buildings, and other matters proposed to be constructed or procured. And if it shall appear to the said Government that any proposed work, building, or other matter is unnecessary, or that the manner in which the contracting party proposes to construct or procure it, is not in accordance with the stipulations hereinbefore contained, or is unnecessarily expensive, then the said Government shall be entitled to require that the matter proposed shall be abandoned or altered, as the case may be; and, in case of difference of opinion, the question in controversy shall be decided by arbitrators, as in the 6th of these conditions mentioned.

18. At the expiration of 20 years from the date of the opening for traffic of the entire line from Cape Town to Wellington, the Colonial Government shall, if so disposed, have the right to purchase from the contracting party the railway and rolling stock, engines, carriages, plant, machinery, and every matter or thing belonging to or connected with the said railway, together with the telegraph and apparatus; and the price or purchase-money to be paid shall be fixed in the mode following, viz.:—A sum sufficient to purchase such an amount of British Government Stock as would yield an annuity or rental equal to the mean value or amount of the net profits of the railway during those three of the seven years next before the expiration of the said 20 years in which the net profits were the largest. These net profits shall be taken to mean the difference between the gross receipts and the expenses of working the line, but shall not be diminished by any reference to interest upon capital invested.

19. The Colonial Government, should it intend to purchase as in the last preceding condition mentioned, shall be bound to give notice of such intention not later than 12 months before the expiration of such term of 20 years: and in like manner, upon a notice of not less than 12 months before the expiration of every succeeding term of 10 years, reckoned from the expiration of the said term of 20 years, the said Government may, so long as the Government guarantee continues, purchase upon the same terms, or upon any other terms which may be mutually agreed upon between the said Government and the said contracting party.

20. At the expiration of the term of years specified in the contract for the continuance of the Government guarantee, the Colonial Government shall have the right, if so disposed, but

but shall not be bound to take over the railway and telegraph, with all works, buildings apparatus, plant, machinery, engines, carriages, and every matter and thing belonging to the railway and telegraph, and to the working thereof, at a valuation to be made by three arbitrators, to be appointed in manner and form as in the 6th of these conditions provided.

21. The Colonial Government shall not be bound to give to the party contracting for the railway in question, any preference or right of refusal in regard to any tenders which may be hereafter called for, for the purpose of extending the present railway, or constructing any branch or other railway, nor should the said Government become at any time the proprietor of the said railway shall it be bound to give to the contracting party any preference or right of refusal in regard to any fresh contract which may be required for working this line. The Colonial Goverment to have the right of forming branch lines to communicate with the present railway; and in case of any question or controversy arising between the Government and the contracting party relative to any matter connected with the formation of any such branch or communicating railway, such question shall be decided by arbitrators, to be appointed in manner and form as in the 6th of these conditions mentioned.

22. If, after the expiration of the term of years fixed in the contract for the continuance of the Government guarantee, the said Government should not become the proprietor of the said railway, but the same should remain the property of the contracting party, then the tariff of fares or rates charged by the said Company shall be at all times capable of being regulated by any Act or Acts of the Colonial Legislature, provided that such fares or rates shall not be reduced or interfered with so long as the net profits of the railway do not exceed 10 per cent. per annum upon the outlay referred to in Article 14, nor so as to reduce such net profits below 10 per cent. per annum thereon. And in order that the net profits of the said railway may be duly ascertained, the contracting party shall at all times after expiration of the Government guarantee give to any person or persons appointed by the Colonial Government free access to all books, accounts, documents, and vouchers belonging to or connected with the working of the said railway.

23. At all times so long as the said railway shall belong to the contracting party, and whether before or after the expiration of the term fixed by the contract for the continuance of the Government guarantee, all public mails which it may be expedient to forward by the said railway shall be conveyed thereby free of any charge.

Schedule 3.

Cape Town and Wellington Railway.

Colonial Office, Cape Town, Cape of Good Hope,
22 March 1858.

The following conditions and provisions have been framed for the purpose of putting parties disposed to tender for the construction and working of the above railway in possession of the views of the Colonial Government in regard to most of the important points to be embodied in the contract.

Three important points to be embodied in the contract are purposely left open for competition.

1st. The rate of interest which the Colonial Government shall be required to guarantee.

2d. The number of years during which the Government guarantee shall subsist.

3d. The number of years during within which the party contracting shall be bound to complete and open the line, and, as connected with this, the date at which the work shall be commenced.

(signed) *Rawson W. Rawson,* Colonial Secretary.

Schedule 4.

The note of Captain Galton to Clause 6. *See* foot note on p. 36.

Schedule 5.

Copy of advertisement for tenders issued in England.

Cape of Good Hope.

Extract from Ordinance No. 8, of 1843. For Improving the Public Roads of the Colony.

VIII. AND be it enacted, That it shall and may be lawful for the said Board to enter upon, and to take possession of so much of any land belonging to the Queen's most Excellent Majesty, as shall be required for the purpose of any main road within this Colony, and for the making and erection of proper toll-houses, toll-bars, residences for convicts, or for workmen, or for any other purpose relating to the execution of this Ordinance; and also to enter upon all lands of Her said Majesty, lying convenient to any main road, or intended main road, and there to dig for, excavate, and carry away all such stones, clay, or other materials as may be required, or be serviceable for the making and repairing of any main road.

IX. And be it enacted, That for the purpose of making any such main road, and of providing any such toll-houses and residences as aforesaid, and generally for any of the objects of this Ordinance, it shall be lawful for the said Board, and it is hereby authorised, to take and use any land, and to dig out and carry away any materials belonging to, or being found in or upon the land of any person or persons whatsoever, and which land shall adjoin or lie convenient to the line of any main road, and that the said Board shall be and is hereby invested, for the purpose of so doing with all and singular the legal rights, if any, belonging to the Government of this colony, in respect to the taking of any such land, and the raising and carrying away such materials for making and repairing public roads, and whether such rights shall have been preserved to the said Government by the proclamation of his Excellency Sir John Francis Cradock, bearing date the 6th day of August 1813, permitting the conversion of lands on loan into places on perpetual quit-rent, or shall have been created by express stipulation or condition in any grant of freehold property, or shall exist in any other way or manner whatsoever.

X. And be it enacted, That in case the said Board shall require to take or use any land, or to dig out or carry away any materials situated as aforesaid, belonging to any person who shall not be bound by law to allow the said Board so to do, without requiring any recompense or payment, by reason of the powers and authorities in the last preceding section delegated to or bestowed upon the said Board, and which person shall think proper to require compensation from the said Board; it shall be lawful for the said Board, and it is hereby authorised, to treat and agree with every such person for the purchase or hire, as the case may be, of any such lands or materials as last aforesaid, and generally to enter into such contract or contracts relative to the obtaining of any such land or materials, upon such terms and conditions as it shall judge expedient; and if any such person and the said Board shall not agree upon the purchase-money, or hire, or other recompense, to be respectively given by the one party and accepted by the other, then the said Board shall cause to be served upon such person a written notice offering as recompense or compensation, whatever sum of money it shall deem sufficient, and requiring such person to state in writing to the said Board, or to some person by it appointed, within a certain limited time to be specified in the said notice, whether he is willing to accept the sum therein mentioned, or not; and in case such person shall refuse to accept the sum offered, or shall neglect to reply to said notice, then the said Board shall, by another notice in writing, call upon such person to refer to arbitration the amount of recompense or compensation to be paid to him by the said Board, and for that purpose to transmit to the said Board, within a certain reasonable time, to be specified in the said last-mentioned notice, the name of some person whom he shall select to be an arbitrator upon such arbitration; and the said Board, upon receiving the name of the person so selected, shall nominate a second arbitrator, and shall cause a deed of submission to be prepared, which shall be signed on behalf of the said Board, by the Secretary of the said Board for the time being, and by the person claiming such recompense or compensation as aforesaid, and which shall clearly set forth the matter to be determined by the said arbitrators, and shall contain, amongst other things, a direction to the said arbitrators, to set off against and deduct from the amount of such recompense or compensation as would otherwise be claimable, the amount at which they shall estimate the benefit and advantage derived, or to be derived, by the person claiming recompense or compensation, by reason of the formation or improvement of the road in regard to which the question shall have arisen, together with a power to the said arbitrators, in case of a difference in opinion, to call in an umpire, whose decision shall be final; and the award of such arbitrators or umpire, as the case may be, shall be made a rule of the Supreme Court, and shall be binding and conclusive, and may be pleaded in bar of any action or proceeding at law, brought for or on account of the same subject-matter. And in case such person as aforesaid claiming such recompense or compensation, shall neglect or refuse to name some person to be such arbitrator as aforesaid, or to sign the said deed of submission, then it shall be lawful for the said Board, and it is hereby authorised, to lodge in some Joint Stock Bank in the Colony the sum of money offered by it as aforesaid in its first notice in this section mentioned, for or on account and at the risk of such person as aforesaid, who shall at all times be entitled to draw the same out of the said bank as his absolute property; and the said Board, upon so lodging the said sum, shall be authorised and entitled to take and use

use the land or materials in question, as freely as if the said sum had been agreed upon between the parties as the sum to be paid, or had been awarded by arbitrators or an umpire, under the provisions of this section, and as if all acts by law required for vesting in the said Board a sufficient title to the use of, or property in, the lands or materials aforesaid, had been duly done and performed.

XI. And be it enacted, that in case the said Board shall require to take or use any of the land, or to dig out or carry away any of the materials in the last preceding section mentioned, of which the owner or owners shall be absent from the Colony, and not represented by any agent duly accredited, or shall not be discoverable, then it shall be lawful for the said Board, and it is hereby authorised, to cause a notice to be inserted in the "Government Gazette," for four successive weeks, describing as accurately as may be the land which is required to be taken or used, or from and out of which materials are required to be dug out or carried away, and calling by name upon the owner or owners of the said land or materials, if known, or if not known, then upon the owner or owners, whoever he or they may be, to take notice that the said Board is ready and willing to treat with the owner or owners, or any person duly authorised by him or them, for the recompense or compensation to be made or paid by the said Board for the said land or materials, and requiring such owner or owners to apply within forty-two days from the date of such notice, which shall be the day of its first publication, to the said Board, stating the recompense or compensation claimed; and if the owner or owners shall so apply within the said period, then the like proceedings, in regard to the agreeing for or otherwise determining the recompense or compensation to be respectively given and received, shall in all respects be had and taken which are prescribed in the last preceding section, precisely as if the said owner or owners had from the first been in actual occupation; and in case such owner or owners shall not apply to the said Board within the said period, then it shall and may be lawful for the said Board to appoint some competent person to appraise the value of the land or materials required (setting off against and deducting from the value of such land or materials the amount at which the appraiser shall estimate any benefit or advantage derived, or to be derived, by the owner or owners of the said land or materials, by reason of the formation or improvement of the road in regard to which the question shall have arisen); and such person shall make oath before some justice of the peace (which oath every justice of the peace is hereby empowered to administer) that he hath, to the best of his judgment, fairly appraised such value; and thereupon it shall and may be lawful for the said Board to pay whatever sum such person shall have valued the land or materials in question at into the guardian fund, to the credit or credits of the party or parties entitled thereto, subject to the same provisions in all respects which are provided by the Ordinance No. 105, bearing date the 5th July 1833, in regard to monies placed in the said fund belonging to persons absent from the Colony; and the said Board upon so paying the said sum shall be authorised and entitled to take or use the land or materials in question, as freely as if the said sum had been agreed upon between the parties as the sum to be paid, and as if all acts by law required for vesting in the said Board a sufficient title to the use of or property in the land or materials aforesaid had been duly done and performed.

Cape of Good Hope.

(No. 20, 1857.)

An Act for the Construction of a Railway from Cape Town to Wellington.

Whereas it is desirable that a railway should be constructed from Cape Town through Stellenbosch and the Paarl to Wellington, which railway there is reason to believe would yield a remunerative return on the capital to be expended in constructing it, and in working it when constructed: And whereas, whilst it is expedient that the said railway should be constructed by a company or co-partnership of private individuals rather than by the Colonial Government, it is at the same time necessary, in order to induce such a company to undertake the construction and working of the said railway, that the Colonial Government should guarantee to the shareholders of the said company an annual interest of not more than six per cent. per annum on the capital expended in constructing the said railway, such guarantee to continue for a certain term of years: And whereas it is expedient to empower the Governor of this Colony to conclude a contract with some joint-stock company for the construction and working of the said railway, provided that the sum of 500,000 *l.* shall be fixed and settled as the highest sum upon which the Colonial Government shall guarantee the annual interest aforesaid: And whereas, in consideration of the advantages which will directly and immediately accrue to the owners of landed property in those divisions of the Colony through which the said line of railway will run, it is just and expedient that the fixed property of the said divisions, namely, the Cape, Stellenbosch, and the Paarl, should be rated, so far as may be necessary to make up one-half of any amount which the Colonial Government may be called upon to pay in virtue of the guarantee aforesaid: Be it enacted by the Governor of the Cape of Good Hope, with the advice and consent of the Legislative Council and House of Assembly thereof, as follows:

I. It shall and may be lawful for the Governor of this Colony for the time being to make and conclude with any joint-stock company, and upon the best terms for the Colony which

 the

the said Governor shall be able to secure, a contract for the construction and working of the railway hereinbefore in the preamble to this Act described: Provided that it shall be stipulated in such contract that the sum upon which the annual interest aforesaid, of six per cent. per annum, shall be guaranteed by the Colonial Government shall not exceed the sum actually expended in the construction of the said railway, nor exceed in any case the sum of 500,000 *l.* sterling: And provided also, that such interest shall not be guaranteed for any longer term than 90 years, computed from the day of the opening for traffic of the first portion of the line of railway.

II. All interest guaranteed by such contract as aforesaid is hereby declared to be a charge upon the public revenue of this Colony, and the Governor of this Colony for the time being is hereby authorised to issue warrants to the Treasurer-General of the Colony for the payment of such interest.

III. One-half of all such sums of money as shall be paid or payable by or out of the public revenue of this Colony, upon or by virtue of the guarantee aforesaid, is hereby declared to be a charge, as hereinafter mentioned, upon the immovable property of or belonging to the divisions of the Cape, Stellenbosch, and the Paarl, provided that the municipalities of Cape Town and Green Point shall for the purposes of this Act be included in the division of the Cape.

IV. In case there shall be in existence at the time when the Governor aforesaid shall find it necessary to take measures for assessing a rate upon the three divisions aforesaid for the purposes of this Act, a valuation of the immovable property thereof for road purposes, effected under or by virtue of any Act or Acts to be hereafter passed, then and in that case the said valuation shall be fixed and binding for the purposes of this Act.

V. In case there should not be at the time in the last preceding section mentioned any such valuation as in the said section referred to, it shall be lawful for the Governor for the time being to appoint, when he shall find it needful, one or more competent valuators for the purpose of valuing all and singular the immovable property situated in the divisions of the Cape, Stellenbosch, and the Paarl, excepting such immovable property as may have been then already valued for the purposes of any municipality within such divisions, and excepting certain other immovable property hereinafter specially exempted from such assessment.

VI. All immovable property belonging to Her Majesty the Queen, whether vested in her Colonial Government or otherwise, and all immovable property vested in or belonging to any Municipal Board within the said divisions, and all buildings appropriated to the purposes of public worship or gratuitous education, and all burial-grounds, shall be exempt from the liability to be assessed or rated under the provisions of this Act, so long as they continue to be so vested or appropriated as aforesaid.

VII. All and singular the provisions of the Ordinance No. 8, 1843, entitled "Ordinance for Improving the Public Roads of the Colony," and of the Ordinance No. 12, 1844, entitled "Ordinance to amend the Ordinance No. 8, 1843, entitled 'Ordinance for improving the Public Roads of the Colony,'" so far as such provisions relate to the making and correcting of the valuation in the said Ordinances mentioned, shall extend and apply, *mutatis mutandis*, to the valuation mentioned in the 5th Section of this Act, precisely as if the valuation in the said 5th Section mentioned in the Ordinances aforesaid: Provided that the municipal valuation of property in any municipality in force or existence at the time of the assessment of each successive rate under this Act shall be the valuation of such property for the purpose of such rate.

VIII. It shall be lawful for the Governor of this Colony for the time being, after and as often as any sum shall be paid or be payable out of the public revenue under or by virtue of the guarantee aforesaid, to assess and impose upon all the immovable property of or in the three divisions aforesaid not exempted from assessment, and being, according to the valuation in the 4th or 5th Section of this Act mentioned, as the case may be, of the value of not less than 25 *l.*, such a rate as shall be estimated by the said Governor to yield or produce one-half of the amount so paid or payable out of the public revenue under or by virtue of the guarantee aforesaid.

IX. Every such rate as is in the last preceding section mentioned shall become due and payable upon some certain day to be fixed by the Governor aforesaid, of which day and of the amount of the rate to become payable on that day, not less than 42 days' previous notice shall be given in the "Government Gazette;" and all and singular the provisions of the Ordinance No. 8, 1843, as amended by an Ordinance No. 12, 1844, relative to the mode in which notice of rates assessed by the Central Board of Commissioners of Public Roads should receive publicity, and to the payment, receipt, and recovery of such last-mentioned rates, shall extend and apply, *mutatis mutandis*, to the rates assessed by the Governor for the purposes of this Act, precisely as if the rates assessed for the purposes of this Act had been rates assessed by the said Central Board.

X. In any suit or proceeding at law which may be necessary for the recovery of any of the rates to be assessed as aforesaid for the purposes of this Act, such suit or proceeding shall be instituted by or in the name of Her Majesty's Attorney General for the Cape of Good Hope for the time being, or the officer for the time being acting as such.

XI. All

XI. All and singular the powers and authorities which are by the Ordinance No. 8, 1843, bestowed upon the Central Board of Commissioners of Public Roads in regard to taking or acquiring lands and materials necessary for the making or repairing of any such main road as is in the said Ordinance mentioned are hereby bestowed upon whatever Company shall have contracted as aforesaid for the making of the railway aforesaid, precisely as if the same were, *mutatis mutandis*, herein again set forth.

XII. An exact and particular account shall be kept of all moneys, if any, paid by or out of the public revenue under or by virtue of the guarantee aforesaid, and of all moneys, if if any, received under or by virtue of the assessments aforesaid, for the purpose of making good to the public revenue one-half of all moneys which shall be paid or payable therefrom; and a copy of such account, made up to the latest date which shall be practicable, together with full information concerning the progress, working, cost, and revenues of the railway shall be laid before each House of Parliament not later than 21 days next after the opening of next session.

XIII. The provisions of the 55th and 56th Sections of the Ordinance aforesaid, No. 8, 1843, relative to injuries done, whether wilfully or carelessly, to the main roads of the Colony, shall extend and apply to injuries done to the line of railway aforesaid, precisely as if the said railway were a main road, and as if the Company constructing the same were the Central Board.

Supplemental Contract.

Supplemental Articles of Contract made the 21st day of December 1858, Between Sir George Grey, K.C.B., Governor and Commander in Chief of the Colony of the Cape of Good Hope (hereinafter called the Governor, acting herein in his capacity of Governor of the Colony, and so as to bind the Colonial Government, and executing these presents by Douglas Galton, Esquire, captain in Her Majesty's corps of Royal Engineers, his attorney and agent in that behalf, of the one part; and the within named Cape Town Railway and Dock Company (hereinafter called the Company) of the other part, Witnesseth: That the said Sir George Grey, in his capacity of Governor of the said Colony, and so as to bind himself and his successors in that capacity, and the Government from time to time of the Colony, but not so as to incur any personal or individual responsibility, and so far only as regards the performance and observance of this contract by and on the part of the Colonial Government, and hereby contracts with the Company and the Cape Town Railway and Dock Company, so far only as regards the performance and observance of this contract by and on the part of the Company, hereby contracts with the Governor and his successors in the Government of the Colony as follows, that is to say—

Article 1. In lieu of the securities or investments by the 86th Article of certain Articles of Contract dated the fifth day of October 1858, made between the said Sir George Grey of the one part and the Company of the other part (hereinafter called the original contract) agreed to be transferred to trustees as therein mentioned, and which 86th article still remains wholly unperformed, that Company shall, within ten days after the date of these presents, cause two sufficient persons to be approved of by the said Douglas Galton, to execute and deliver to four persons as trustees, two to be named by the said Douglas Galton on behalf of the Colonial Government, and two to be named by the Company on their own behalf, the joint and several bond of such two sufficient persons to be approved of as aforesaid in the penal sum of 50,000 *l.* conditioned for payment to such four trustees as aforesaid, their executors, administrators, or assigns, on or before the fifth day of October 1859, of the sum of 25,000*l.*, with interest thereon at the rate of 5 per cent. per annum from the fifth day of October 1858: And that the same trustees or other the trustees for the time being of the same sum shall hold and apply the same upon and for such trusts, intents and purposes, and with and subject to such powers and provisions, including the power of appointing new trustees, as by the original contract are expressed concerning the securities or investments thereby agreed to be transferred to trustees as aforesaid, or as near thereto as the difference of circumstances will admit, and that in the meantime and until the trusts of the said sum of 25,000 *l.* shall have been fully performed, it shall be lawful for the trustees thereof for the time being, to invest the same in or upon such funds or securities as they may think expedient, and from time to time to change such funds or securities into other funds or securities as the said trustees for the time being may think expedient.

Article 2. The Company shall, if required by the Colonial Government, pay all the expenses of and attending the preparing and completing of the original contract and this contract, and the amount to be certified pursuant to the 62d Article of the original contract on the sum of 470,000 *l.* mentioned in the same article, whichever shall be the less sum shall in addition to the increase mentioned in the same article, be further increased by the amount of the expenses to be paid by the Company pursuant to this article: Provided nevertheless that the certified amount of expenditure and any increase thereof shall not, in the aggregate, exceed the sum of 500,000 *l.*

Article 3. So much of the 16th condition or provision of the 2d schedule to the original contract as is expressed in the words following (that is to say) "And if a term of not less than

18 months next after the day stipulated of the opening of the entire line shall be suffered to elapse without opening the entire line, then it shall be lawful for the Colonial Government, if it shall judge it fitting just and proper so to do, to enter upon and take possession of the said railway in whatever state or condition it shall then be in, and of all lands and buildings in the colony belonging to or connected with the said railway, and being in law immovable property without being bound to pay or allow to the contracting party any sum of money, or to make to such contracting party any compensation whatsoever," is hereby rescinded, and the same shall henceforth be of no effect: And the original contract and the provisions of the said 2d Schedule shall be construed and take effect as if in lieu of the said recited clause so rescinded and rendered of no effect as aforesaid, the said 16th condition or provision contained the words following (that is to say), "And if a term of not less than 18 months next after the day stipulated for the opening of the entire line shall be suffered to elapse without opening the entire line, then it shall be lawful for the Colonial Government, if it shall judge it fitting, just and proper so to do, to enter upon and take possession of the said railway and telegraph connected therewith in whatever state or condition the same shall then be in, and of all lands and buildings in the Colony belonging to or connected with the said railway and telegraph; and any materials which may have been brought upon such lands and buildings for the purposes of the contract upon entering into a covenant with the Company, to pay to them upon the opening of the entire line of the sum to be certified, pursuant to the 62d Article of the original contract, or the sum of 470,000 *l.*, whichever shall be the less sum, together with the increased sum or sums provided by such 62d Article and the 2d Article hereinbefore contained (such increased sum or sums being limited as mentioned in the provisoes last in those respective articles contained) and the aggregate of all such amounts being subject to the deduction therefrom of such an amount as the Colonial Government shall expend in completing the original contract and this contract, it being intended that the railway and telegraph shall not, under any circumstances, cost the Colonial Government more than the sum of 470,000 *l.*, with such increase as aforesaid, not exceeding in all the sum of 500,000 *l.*"

Article 4. If the Colonial Government shall make the purchase mentioned in the 18th condition or provision of the 2nd Schedule to the original contract, and if the mean value or amount of the nett profits with reference to which the purchase-money is by such 18th condition or provision stipulated to be fixed shall be less than the rate of interest guaranteed by the 61st Article of the original contract, then, and in such case, but not otherwise, the purchase-money shall not be less in amount or value than the sum to be certified pursuant to the 62d Article of the original contract, or the sum of 470,000 *l.*, whichever shall be the less sum, together with the increased sum or sums, provided by such 62d Article and the 2d Article hereinbefore contained, but shall not, in the event provided for by this Article, be greater than the sum of 500,000 *l.*

And the said parties to these presents hereby confirm the original contract so far as the same is not hereby rescinded or altered, it being hereby agreed that such original contract and this present contract, so far as may be, shall be construed and take effect as if the provisions herein contained had originally formed part of the original contract.

In Witness whereof, the above-named Sir George Grey, in his capacity of Governor of the Colony of the Cape of Good Hope, hath hereunto, by Douglas Galton, his attorney and agent in that behalf, set his hand and seal, and the Cape Town Railway and Dock Company have hereunto set their common seal, the day and year first above written.

George Grey,
by Douglas Galton,
his Attorney and Agent. (Seal.)

Signed, sealed, and delivered
in the presence of
Francis T. Bircham,
Solicitor, Westminster.

The Common Seal of the Company was affixed in the presence of

John Borradaile,
G. Lathom Browne, } Directors.

— No. 2. —

No. 2.
G. L. Browne, Esq., to the Right Hon. E. Cardwell, M.P. 30 Sept. 1864.

COPY of a LETTER from *G. Lathom Browne*, Esq., to the Right Honourable *Edward Cardwell*, M.P.

Cape Town Railway and Dock Company,
261, Gresham House, Old Broad-street,
30 September 1864.

Sir,

ON the 2d instant* I had the honour of forwarding to you copy of memorial from this Company, dated 5th July last, to his Excellency the Governor of the Colony of the Cape of Good Hope, praying him to withhold his assent to a Bill then in progress through the Colonial Parliament for the purpose of giving to the Wynberg Company running powers over a portion of the line of this Company; which Bill, we were advised, was in direct violation of the rights secured to this Company by its contract with the Colonial Government.

* Page 5.

(2.) We are now informed, by our agent in the Colony, that the Colonial Parliament had been prorogued before the memorial of the Company could arrive, and that the Bill in question having passed the Legislature, received the assent of the Governor, and was afterwards officially promulgated in the Government Gazette.

Act, No. 34, 1864. Government Gazette, August 5.

(3.) I am, therefore, instructed by the Board to request an early interview with you for the purpose of laying before you the whole circumstances of the case, with the object and in the hope of inducing you to advise Her Majesty in Council to disallow this Act, which we are persuaded we can show you to be at once a breach of faith on the part of the Colonial Parliament, and, at the same time, unnecessary and incapable of being carried into effect without danger to the traffic of both railways, unless a further considerable outlay for station accommodation, on the part of this Company, is previously sanctioned by the Colonial Government, for which purpose further Parliamentary powers are required

(4.) Previously, however, to asking you to go into the whole merits of the case, I am instructed to invite your immediate attention to the imminent danger involved in attempting to carry into effect the provisions of this Act in the present state of our station accommodation, and to urge you to interpose, by the outgoing mail of the 5th proximo, to prevent it.

(5.) By the Act in question, you will perceive that the Wynberg Company is empowered, by the first clause, at once to enter on and use the line and stations of this Company at Salt River and Cape Town, and that the settlement of the necessary arrangements is apparently postponed to a future period. This view of the powers of the Act the Board find had been acted on by the Wynberg Company immediately on its passing, they having called upon our agent to carry out its provisions at once under a threat of an appeal to the Supreme Court in the event of refusal.

(5.) Now, the station of this Company in Cape Town, in deference to the wishes of the Executive Government, is only a temporary erection, and so confined in its space that it is with difficulty that our own traffic is accommodated; and this Board has been repeatedly advised, by their resident engineer and agents, that were the traffic on our own line to increase, additional accommodation would be most advisable, and that were we ourselves to work the traffic from the Wynberg Branch, it would be indispensable to make material alterations and extensions to do so with safety. In this view the Executive Government long since coincided, and introduced into the late Session of Parliament a Bill for such an extension of the Colonial guarantee as would enable this Company to erect a permament station in Cape Town, in accordance with the plans approved by the Government, capable of accommodating the Wynberg and other traffic on the line.

(6.) Until this additional guarantee is obtained, it is not competent for this Company to raise the capital necessary for the construction of such alterations and extensions; nor have they the power, under their present constitution, to expend their capital, if they could raise it, to accommodate the traffic of another

company. If, therefore, they are now to be forced to admit the Wynberg engines and carriages on their line and into their stations at Cape Town and Salt River, it can only be done at the risk of injury to the passengers and property concerned.

(7.) Under these circumstances, the Board earnestly request you, by the outgoing mail, to advise his Excellency Governor Wodehouse to withhold his sanction to any exercise of the running powers given to the Wynberg Company by the Act in question, until you have had the opportunity of fully considering the case which we are prepared to lay before you, and of deciding whether or not you would advise Her Majesty to disallow this measure.

I have, &c.
(signed) *G. Lathom Browne,*
Managing Director.

— No. 3. —

No. 3.
Sir F. Rogers, Bart., to G. L. Browne, Esq.
6 October 1864.
* Pages 24 and 45.

COPY of a LETTER from Sir *Frederic Rogers*, Bart., to *G. Lathom Browne*, Esq.

Sir, Downing-street, 6 October 1864.

I AM directed by Mr. Secretary Cardwell to acknowledge the receipt of your letters of the 2d and 30th ult.,* on the subject of a local Bill which is represented to propose granting running powers over a portion of the line of the Cape Town Railway Company to the Wynberg Company; and I am to state, in reply, that no notice of the Bill has been received by Mr. Cardwell, but that he has communicated with the Government on the subject of your letters, and must await his reply before taking any steps in the matter.

I have, &c.
(signed) *Frederic Rogers.*

— No. 4. —

No. 4.
T. F. Elliot, Esq., to G. L. Browne, Esq.
31 December 1864.
† Pages 24 and 45.

COPY of a LETTER from *T. Frederick Elliot*, Esq., to *G. Lathom Browne*, Esq.

Sir, Downing-street, 31 December 1864.

WITH reference to your letters of the 2d and 30th of September,† I am directed by Mr. Secretary Cardwell to acquaint you that he has received from the Colony of the Cape of Good Hope the Act in explanation of the Cape Town Railway and Dock Act, and the memorial addressed by the Cape Town Railway and Dock Company to the Governor, with his report upon that memorial.

Mr. Cardwell desires me to state that, before taking any decision on this Act, he will be prepared to consider any statement which the Company may desire to make to him in writing, in addition to the above-mentioned memorial, provided it be sent in without delay.

I have, &c.
(signed) *T. Frederick Elliot.*

— No. 5. —

No. 5.
G. L. Browne, Esq., to the Right Hon. E. Cardwell, M.P.
4 January 1865.

COPY of a LETTER from *G. Lathom Browne*, Esq., to the Right Honourable *Edward Cardwell*, M.P.

Cape Town Railway and Dock Company,
261, Gresham House, Old Broad-street,
Sir, 4 January 1865.

‡ Above.

I HAVE to acknowledge the receipt of Mr. Elliot's‡ letter of 31st ultimo, informing me that you have received from his Excellency the Governor of the Cape of Good Hope the memorial of this Company to him of the 4th of July last, and his report thereon, and that you are prepared to receive any further observations from my Board before coming to a decision on the subject.

(2.) Though

(2.) Though my Board would very much prefer to have the interview with you, as requested by them in the 3d paragraph of my letter of the 30th September last, for which they again instruct me to press, they will avail themselves of the permission accorded in the letter now under reply.

(3.) Before, however, doing so they have to ask for a copy of the report of his Excellency on the memorial referred to, as he has never communicated either to them or to their agents in the Colony any remarks on their memorial, or, as far as they know, ever acknowledged its receipt, and they are in consequence entirely ignorant of the reasons which led him to give his assent to the Wynberg Running Powers Act.

(4.) The Board consider that they cannot properly reply to this report whilst ignorant of its purport, and any attempt to do so by anticipation would result in their wandering vaguely over the old ground, instead of confining their attention to a few specific observations. They trust that this very reasonable request should be acceded to.

I am, &c.
(signed) *G. Lathom Browne,*
Managing Director.

— No. 6. —

No. 6.
Sir F. Rogers, Bart.,to G. Lathom Browne, Esq.
17 January 1865.

Copy of a LETTER from Sir *Frederic Rogers*, Bart., to *G. Lathom Browne*, Esq.

Sir, Downing-street, 17 January 1865.

I am directed by Mr. Secretary Cardwell to acknowledge the receipt of your letter of the 4th inst.,* in reply to mine of the 31st ult.,† in which you request to be furnished with a copy of the report of the Governor of the Cape of Good Hope on the memorial of the Cape Town Railway and Dock Company against the Act of the Cape Parliament giving running powers to the Wynberg Railway Company. I am to acquaint you, that the only question for Mr. Cardwell to consider is, whether there is any sufficient reason for his interference with the decision of the Local Government and Legislature on that subject, and that, with this view, he gave the Company a further opportunity of adding to the statements which had already been made, as enumerated in the margin.

* Page 46.
† Page 46.

1. Mr. Lathom Browne's Letter to Mr. Cardwell, 2 September 1864, page 24.
2. Memorial of 5 July, enclosed in that Letter, page 5.
3. Mr. Lathom Browne's Letter to Mr. Cardwell, 30 September, page 45.
4. Mr. Watson's Letter to Colonial Secretary of the Cape, 13 August, page 4.
5. Memorial of Mr. Watson, dated 9 July, enclosed in that Letter, page 7.
6. Petition of W. G. Brounger, John Reid, Henry Reid, and John Robertson Reid, of 12 May, enclosed in same Letter, page 7.
7. Petition of Directors of Cape Town Railway and Dock Company, printed by order of Legislative Council on 22 June, enclosed in same Letter, page 8.

Mr. Cardwell is still ready to receive any further statement of matters which the Directors may consider to be wanting in the documents enumerated, but he does not feel himself at liberty to furnish them with any representations made by the Colonial authorities on the subject.

I am to add, that if the Directors should wish to make any supplementary statement, it should be communicated to this office in sufficient time to allow of its being taken into consideration before the mail of the 9th February next.

I am, &c.
(signed) *Frederic Rogers.*

— No. 7. —

No. 7.
G. L. Browne, Esq., to the Right Hon. E. Cardwell, M.P.
23 January 1865.

Copy of a LETTER from *G. Lathom Browne*, Esq., to the Right Honourable *Edward Cardwell*, M.P.

Cape Town Railway and Dock Company,
261, Gresham House, Old Broad-street,

Sir, 23 January 1865.

I have the honour to acknowledge the receipt of Sir F. Rogers' letter of the 17th instant, in which you state that you do not feel at liberty to furnish my Board with a copy of any representations made by the Colonial authorities on

the subject of the memorial of this Company to his Excellency Governor Wodehouse, against the Bill proposing to grant running powers over the line of this Company to the Wynberg Railway Company; and again express your willingness to receive any further observations from my Board on the subject.

In the letter now under reply you have instructed Sir F. Rogers to acquaint us, "that the only question for you to consider is, whether there is any sufficient reason for your interference with the decision of the Local Government and Legislature on that subject," inasmuch, as in so doing, you have to act as a judge on appeal; my Board naturally hoped that, in addition to hearing the statements of both sides, you would, as is usual in such cases, enable each party to hear or be acquainted with the statements of the other. Not to do so, seems equivalent to turning the appellant out of court whilst the respondent is heard; whilst to invite my Board to make any further remarks, in ignorance of his Excellency's report, is practically to ask the appellant to reply to remarks he has been prevented from hearing.

In the present case his Excellency Governor Wodehouse has had the advantage of knowing the reasons which we and our officials in the Colony assign against the measure in question, whilst we, on the other hand, are in entire ignorance of the reasons his Excellency assigns for refusing the prayers of our memorials. During the progress of the measure through the Colonial Parliament it does not appear that the Executive Government expressed their views on it, and, as I have already informed you, the receipt even of the memorial has never been acknowledged, much less any intimation conveyed to us or our agent in the Colony of the opinions of his Excellency on the subject. My Board, therefore, respectfully submits that, until they have an opportunity of replying to the report of his Excellency Governor Wodehouse on their memorial, you cannot be in a position to give a right decision.

I am, therefore, instructed to again urge on you the common fairness of granting the request of my Board for a copy of the report of his Excellency Governor Wodehouse on the memorial of this Company, conveyed to you in my letter of the 4th instant.

I have, &c.
(signed) *G. Lathom Browne,*
Managing Director.

— No. 8. —

No. 8.
Sir F. Rogers, Bart., to G. Lathom Browne, Esq.
6 March 1865.

COPY of a LETTER from Sir *Frederic Rogers*, Bart., to *G. Lathom Browne*, Esq.

Sir, Downing-street, 6 March 1865.

I AM directed by Mr. Secretary Cardwell to acknowledge the receipt of your letter of the 23d January,* respecting an Act passed by the Legislature of the Cape of Good Hope, intituled An Act for explaining the 41st section of the Act, No. 35 of 1861.

* Page 47.

In representing the position of Her Majesty's Government as that of a Court of Appeal from the decision arrived at in the Colony, you appear to Mr. Cardwell in some degree to misapprehend the functions of the Secretary of State.

The question at issue is what are the limits of certain exclusive rights conferred upon your Company by a contract made between that Company and the Colonial Government. The Legislature of the Cape of Good Hope is the proper body for the decision of such questions in the Colony; it possesses the knowledge and authority proper for deciding this question, which was or might have been properly argued before it: and it has in fact decided. The law in which that decision is embodied is in operation, and Mr. Cardwell would not be justified in advising that it should be disallowed, except on the clearest proof that a serious and substantial injustice has been done.

He has considered your representations, and the conclusion at which he has arrived is, that he would not be justified in disallowing the enactment of the Legislature.

I am, &c.
(signed) *Frederic Rogers.*

— No. 9. —

COPY of a LETTER from *G. Lathom Browne*, Esq., to the Right Hon. *Edward Cardwell*, M.P.

No. 9.
G. L. Browne, Esq., to the Right Hon. E. Cardwell, M.P.
16 April 1865.

Cape Town Railway and Dock Company,
261, Gresham House, Old Broad-street,
16 April 1865.

Sir,

I HAVE to acknowledge the receipt of Sir F. Rogers' letter of the 6th* ultimo, in reply to mine of 23d January; and I am instructed by my Board, whilst, reiterating their protest against the withholding from them of Governor Wodehouse's report on their memorial, to offer the following remarks:—

* Page 48.

(2.) My Board complained of a grievous injustice and breach of contract, committed by the Legislature of the Colony of the Cape of Good Hope against an English Company, and appealed to you, as the constitutional adviser of Her Majesty in such matters, to protect the Company from that injustice and breach of contract, by advising Her Majesty to exercise her right of disallowing the enactment of the Colonial Parliament.

In reply you have stated:—

(A.) That the question at issue is, what are the Company's rights under their contract with the Government of the Cape Colony?

(B.) That the Colonial Legislature is the best judge of those rights, and best qualified to form an opinion on the matter.

(C.) That the law appealed against by us is in operation; and,

(D.) That unless the clearest proof is offered that serious and substantial injustice has been done to my Company, you would not be justified in disallowing the enactment of the Colonial Legislature.

(3.) Deferring for the present any remarks on the first of these reasons, I would respectfully observe that your second reason, namely, that the Colonial Legislature is the best judge of the Company's rights, &c., amounts to this, that one of the parties to a contract is, in case of dispute, the best judge of its provisions and its meaning, and that a Parliament, the bulk of whose Members are necessarily ignorant of railways, can best understand the effect of intricate regulations as to the working of a line.

(4.) Your next reason, namely, that the law complained of is in operation, appears to us entirely groundless. Every law comes into operation as soon as sanctioned by the Governor of the Colony. Yet, by the constitution of the Colony of the Cape of Good Hope, an appeal is allowed to the Queen, and a period of two years given to Her Majesty, in which she may disallow the law, notwithstanding its being in operation during that period. For what purpose were this appeal permitted and this long period given, but to allow time for the consideration of the statements of parties aggrieved by any Colonial enactment, especially when, as in the present case, those parties are British subjects, not represented in the Colony, who can therefore only appeal to their natural protector, their own Sovereign? The mere existence of this power of veto by Her Majesty involves the admission that the Colonial Legislature is not always the best judge of the subject matter of its enactments, and that a law in operation may be annulled. If, therefore, these reasons given by you have any weight, they prove too much, and would go to the root of every appeal against every act, and deprive Her Majesty of the right of veto reserved to her by the Imperial Parliament. In the present case, however, the law is not, strictly speaking, in operation, as the Wynberg Railway Company have not yet exercised the powers which it gives them. This reason, therefore, fails of application in the present instance.

(5.) All these points, however, are of minor importance. The real question at issue is whether the Colonial Legislature has enabled the Colonial Government to commit a breach of the contract entered into with my Company, under the provisions of a previous Act of the same Legislature; and whether, if it has, Her Majesty is to become a party to such a breach of faith.

(6.) But for Sir F. Rogers' letter, now under reply, I should have thought this question too clear to need proof or argument. In consequence, however, of that

Enclosure.

letter, my Board has deferred its reply until it had laid a case before eminent counsel, a printed copy of which, with their opinion, I have now the honour to enclose for your information.

(7.) On this case, which we believe is fully and fairly stated, the opinion is clear, definite, and conclusive, that such a breach of contract has been committed by the Colonial Legislature as would be restrained by the Court were we dealing with interests or individuals within their jurisdiction. The opinion also directs attention to the fact that the continuance of the guarantee, on the faith of which the capital was raised, has no better security than the exclusive rights now taken away by a subsequent statute of the Legislature, which originally guaranteed them.

(8.) I most respectfully submit that it is due to Her Majesty that she should not be made a party to a breach of faith which her own Court of Chancery would restrain were the parties to it within its jurisdiction, and which goes to the root of every contract entered into by the Government of the Cape Colony, under the sanction of an Act of its Legislature. And I most urgently request that my Company may not be placed in a worse position in dealing with a Crown Colony than it would have been in dealing with British subjects or a foreign power anxious to keep faith with its contractors.

(9.) With reference to your demand that the clearest proof should be furnished of serious and substantial injury done to my Company by this breach of contract, I would respectfully remind you that, where a contract is broken in one of its main provisions, the *quantum* of injury does not affect the question. My Board, however, has every reason to believe that in its immediate effects the injury thus perpetrated is great and fatal as a precedent for further similar breaches of contract. And I would also remind you that, judging from precedents, no Parliamentary Committee in England would, apart from any question of contract, force upon any Company running powers over the portion of its line nearest to its principal terminus.

(10.) If, however, the doctrines laid down in the letter of Sir F. Rogers now under reply are to obtain, and the decision to which you have come, is to be drawn into a precedent, the total destruction of all mercantile confidence in dealing with the Crown Colonies must inevitably follow.

Respectfully requesting your serious consideration of these remarks,

I am, &c.
(signed) *G. Lathom Browne*,
Managing Director.

Enclosure in No. 9.

CASE.

Enclosure in No. 9.

The Cape Town Railway and Dock Company is an English company incorporated by Act of Parliament, 18 & 19 Vict. c. 140, intituled, The Cape Town Railway and Dock Act, 1855.

By an Act of the Parliament of the Colony of the Cape of Good Hope, No. 20, of 1857, intituled, "An Act for the Construction of a Railway from Cape Town to Wellington," it was enacted, that it should be lawful for the Governor of the Colony for the time being to make and conclude with any joint stock company, and upon the best terms for the Colony which the Governor should be able to secure, a contract for the construction and working of the railway proposed to be made from Cape Town to Wellington in the said Colony.

In pursuance of this Act, his Excellency Sir George Grey, being then the Governor of the Colony, with the advice of the Executive Council, framed and published in the Colony and in England certain conditions, upon the basis of which tenders were invited for the construction and working of a line of railway from Cape Town to Wellington, and one of these conditions (viz., the second condition of the second schedule) was as follows:—"The contracting party shall possess the exclusive right of having and working a railway upon this line during the term of years to be specified in the contract as the term of years for which the Government guarantee hereinafter described is to subsist."

Upon the basis of these conditions the Cape Town Railway and Dock Company tendered for the construction and working of the proposed line of railway from Cape Town to Wellington, in consideration of the Colonial Government guaranteeing to the company a sum equal

equal to 6 per cent. per annum upon the sum of 470,000 *l.* for the term of 50 years next, after the opening of the railway for public traffic.

This tender of the Cape Town Railway and Dock Company was accepted, and articles of contract, bearing date the 5th day of October 1858, and made between his Excellency Sir George Grey, Governor of the Colony, of the one part, and the Cape Town Railway and Dock Company, of the other part, were duly executed, and all the said conditions, and especially the said recited condition, were expressly embodied in and formed part of the said articles of contract.

By the 6th section of the 2d schedule, annexed to this contract, it was stipulated as follows:—"The Colonial Government to have the right, from time to time, during the term of years for which the Government guarantee is to subsist, to appoint any officer or other person whom it shall deem fit to examine and report upon the state and condition of the railway, and the working stock of engines, carriages, and other plant and machinery belonging thereto; and the contracting party shall be bound, upon the demand of the said Government, to put and keep the railway and working stock in fair and good working order and repair, or to amend the working of the railway. In case the contracting party should consider any demand so made by Government unreasonable or unjust, the matter in controversy shall be referred to three persons, one to be nominated by the Government, one to be nominated by the contracting party, and the third to be nominated by the other two before entering upon the matter of the arbitration, and the decision of any two or more of these three persons shall be final. The costs of every such arbitration to be in the discretion of the arbitrators."

By the 21st section of the second schedule, annexed to the said contract, it was stipulated as follows:—"The Colonial Government shall not be bound to give to the party contracting for the railway in question any preference or right of refusal in regard to any tenders which may be hereafter called for, for the purpose of extending the present railway, or constructing any branch or other railway, nor, should the said Government become at any time the proprietor of the said railway, shall it be bound to give to the contracting party any preference or right of refusal in regard to any fresh contract which may be required for working this line. The Colonial Government to have the right of forming branch lines to communicate with the present railway, and in case of any question or controversy arising between the Government and the contracting party relative to any matter connected with the formation of any such branch or communicating railway such question shall be decided by arbitrators, to be appointed in manner and form as in the sixth of these conditions mentioned."

On the faith of such conditions and contract being duly observed and kept on the part of the Colonial Government, the capital requisite for the construction and working of the said line of railway, amounting to upwards of 650,000 *l.* was subscribed and paid by the Cape Town Railway and Dock Company, nearly all the shareholders of the Company being resident in England and unrepresented in the Colony.

On the faith of such conditions and contract being duly observed and kept by the Colonial Government, the Cape Town Railway and Dock Company have constructed to the satisfaction of the Government engineer in the Colony (as testified by his formal certificate), and are now working the whole of the said railway from Cape Town to Wellington, and the Company have performed their part of the said contract.

By Act No. 35 of 1861 of the Legislature of the Cape of Good Hope, the Wynberg Railway Company was incorporated for the purpose of constructing, maintaining, and working a line of railway from Cape Town by way of Mowbray, Rondebosch and Claremont to Plumstead, at Wynberg.

The 41st section of this Act recites the said 21st Section of the 2d Schedule annexed to the contract with the Cape Town Railway and Dock Company, and enacts that "The Wynberg Railway Company shall have the right of forming a junction with the said Cape Town and Wellington Railway at the spot where the said Wynberg Railway shall join the said Cape Town and Wellington Railway, and that the provisions of the said 21st Section and the 6th Section of the said Schedule shall be applicable to the provisions of this Act in like manner, as if the said Wynberg Line had been a branch line formed by Government."

By Act No. 10 of 1862 of the Colonial Legislature it was enacted as follows:—Section 6. "The Colonial Government may sanction the junction of branch lines communicating with the Cape Town and Wellington Line, and in case of any question as to any matter connected with the junction, or the terms and conditions of carrying goods and passengers from such branch lines on the Cape Town and Wellington Railway, or *vice versâ*, or touching any other matter or thing, such question may be referred by the Government to arbitration."

Section 7 is as follows:—"It shall be lawful for the Governor, with the advice of the Executive Council, to authorise the working of any one or more of the branch or communicating lines of railways by the contracting party of the Cape Town and Wellington Railway upon such terms and conditions as may be agreed upon by the said contracting party, and the contracting party or parties of any one or more of such branch or communicating lines of railway, such terms and conditions to be subject to the approval of the said Governor."

The Cape Town Railway and Dock Company contend that all that Section 6 does is to compel each Company to carry the goods and passengers coming from the other Companies' line upon its own railway, upon terms and conditions (*e. g.*, as to rates, times, &c.) to be fixed in case of dispute in the manner prescribed, but that it does not extend to enable the

Governor to compel either Company to permit the other Company to work its line, or to give what are called running powers to either Company over the line of the other Company.

The Cape Town Railway and Dock Company submit that, standing by themselves, these words would not extend to authorising such running powers, still less can they be strained to do so in the face of the contract entered into under the authority of the previous Act, in reliance on which contract about 700,000*l.* of English capital has been subscribed and expended in the Colony.

The next Clause (the 7th) seems to strengthen the case, for it enables the Governor to authorise the working of any branch line by the Cape Town Railway and Dock Company. In this clause there is no reciprocity as in the preceding, and it clearly shows that the preceding clause was not considered to authorise working powers by one Company over the other Company's line.

But running powers are a species of working powers, and though they may not be the same thing when the running powers, as is sometimes the case, are over a few yards only of one line, *e. g.*, to enable one railway to cross another. In the case of a main line four or five miles long into the capital, running powers would be equivalent to working powers.

By Act No. 34 of 1864 of the Colonial Legislature, intituled, An Act for the explaining the 41st section of the Act No. 35 of 1861, after reciting this :—"Whereas, it is in and by the 41st section of the Act No. 35 of 1861 declared and provided that the Wynberg Railway Company shall have the right of forming a junction with the Cape Town and Wellington Railway at the spot where the said Wynberg Railway shall join in the said Cape Town and Wellington Railway, and that the provisions of the 21st section and the sixth section of the second schedule annexed to the contract executed between the Colonial Government and the Cape Town Railway and Dock Company shall be applicable to the provisions of the said Act, No. 35 of 1861, in like manner as if the said Wynberg line had been a branch line formed by Government; and whereas it is expedient to explain the said 41st section, and to declare and enact that the said Wynberg Railway Company which has formed a junction with the Cape Town and Wellington Railway Company, at or near the station of the latter Company, known as the Salt River Station, should be entitled, upon payment of the tolls or compensation hereinafter-mentioned, to use and run engines, carriages, and trucks properly constructed upon and over the lines of rails between the said junction at or near the Salt River Station aforesaid and the Station of the said Cape Town Railway and Dock Company in Cape Town.

"Be it, therefore, enacted and declared by the Governor of the Cape of Good Hope, with the advice and consent of the Legislative Council and House of Assembly thereof, as follows:—

"I. From and after the promulgation hereof, the said Wynberg Railway Company shall be entitled to use and run engines, carriages, and trucks, properly constructed, upon and over the lines of rails between the junction of the said Wynberg Railway Company with the Cape Town and Wellington Railway at or near Salt River, and the Cape Town Station of the said last-mentioned Company, and to use such stations.

"II. The amount of compensation, or tolls, to be paid by the Wynberg Railway Company to the said Cape Town Railway and Dock Company, for the use of the said lines and stations, and all questions or controversies whatsoever relative to any matter or thing connected with such use, shall be referred to and determined by three persons, one to be nominated by the Governor, one other by the Wynberg Railway Company, and the third by the Cape Town Railway Company, and the decision of any two of such three persons shall be final; the costs of such arbitration to be in the discretion of the arbitrators."

Assuming, for the sake of argument, that the Parliament of the Cape of Good Hope be not all powerful, but taking it as subject to the jurisdiction of the Court of Chancery in England, or to some higher power, which would proceed upon the same principles as influence the decisions of the Court of Chancery, counsel are requested to advise the Cape Town Railway and Dock Company on the following points:—

I. Is the grant to another Company of running powers over a part of the line between Cape Town and Wellington a breach of the contract giving to the Cape Town Railway and Dock Company, the exclusive right of having and working a railway upon the line between Cape Town and Wellington?

II. Is this breach such as the Court of Chancery in England would restrain if it had jurisdiction?

III. Did the Amendment Act, No. 10 of 1862, recited above, give the Governor of the Colony authority to compel the said Company to give to the Wynberg Company running powers over any portion of the line between Cape Town and Wellington?

OPINION.

1. We think that the grant to another company of running powers over any part of the line between Cape Town and Wellington is clearly a breach of the contract between the Cape Town Railway Company and the Colonial Government, which contract we think gave the Cape Town Railway Company the exclusive right of having and working a railway upon the line between Cape Town and Wellington.

2. Treating the case as if it had been one of pure contract, we think that the breach in question is clearly such as the Court of Chancery in England would have restrained if the case had been one which had occurred within its jurisdiction.

3. We are decidedly of opinion that the Amendment Act, No. 10 of 1862, recited above, gave the Governor of the Colony no authority to compel the Cape Town Railway Company to give to the Wynberg Company running powers over any portion of the line between Cape Town and Wellington.

4. It must be borne in mind that in answering questions 1 and 2 we have left out of consideration the power the Colonial Legislature has to sanction by a subsequent act a breach of the original contract if it chooses to do so. The Legislature of the Colony, with the assent of the Sovereign, may of course pass a measure which would be equivalent to an Act of Parliament in England, and the power of Parliament is, of course, not fettered either by contracts or engagements. An Act of the Colonial Legislature might, so far as power is concerned, deprive the Cape Town Railway of the guarantee under the contract. We have assumed, however, that the object at present is to ascertain the rights of the Cape Town Railway in a Court of Law or Equity, under the contracts and engagements which now exist and so long as they exist.

Lincoln's Inn,
30 March 1865.

(signed) *H. M. Cairns.*
F. A. Bedwell.

— No. 10. —

COPY of a LETTER from Sir *Frederic Rogers*, Bart., to *G. Lathom Browne*, Esq.

No. 10.
Sir F. Rogers, Bart. to G. L. Browne, Esq.
4 May 1865.

Sir, Downing-street, 4 May 1865.

I AM directed by Mr. Secretary Cardwell to acknowledge the receipt of your letter of the 16th ultimo,* containing further remarks on the correspondence which has passed between yourself, as managing director of the Cape Town Railway and Dock Company, and this office, on the subject of the Act of the Cape Parliament giving running powers to the Wynberg Railway Company; and I am to state, for the information of the directors that Mr. Cardwell is unable to depart from the resolution already communicated to you on the subject.

* Page 49.

I am, &c.
(signed) *Frederic Rogers.*

COPY of Extracts of Correspondence between the Colonial Office and the Government of the Cape Colony and the Directors of the Cape Town and Dock Railway, respecting that Undertaking.

(*Mr. Arthur Mills.*)

Ordered, by The House of Commons, *to be Printed,*
6 *July* 1865.

[*Price* 7 *d.*]

487.

Under 8 *oz.*

GREENWICH PARK (SOUTH EASTERN RAILWAY).

RETURN to an Order of the Honourable The House of Commons, dated 27 April 1865;—*for*,

COPY "of MINUTES of the PROCEEDINGS of the BOARD of VISITORS of the ROYAL OBSERVATORY, dated the 24th day of April 1865; together with their RESOLUTION concerning the proposed SOUTH EASTERN, and LONDON, CHATHAM, and DOVER RAILWAY passing through GREENWICH PARK."

Present:

General E. SABINE, P.R.S., Chairman.

Professor J. C. Adams.	Dr. Robinson.
Professor Challis.	Sir James South.
Mr. W. de la Rue, P.R.A.S.	Professor Stokes.
Colonel Sir George Everest.	Dr. Whewell.
Captain G. H. Richards, R.N., Hydrographer.	

The Astronomer Royal was also present, by request of the Board.

A LETTER, No. 2, was read, dated 25th February last, from the Secretary of the Admiralty, referring to the report of the Board of Visitors, dated 12th May 1863, on the proposed lines of railway through Greenwich Park, and also to a report of the Astronomer Royal, dated 24th February last, on the proposed lines through Greenwich Park, stating that their Lordships had recently received a Memorandum from the Astronomer Royal, showing the serious injury which would be done to the Royal Observatory by railways passing underneath Greenwich Park in the neighbourhood of the Royal Observatory; and adding, that the scheme would be opposed.

A letter was read, marked No. 4, dated 21st March 1865, from the Secretary of the Admiralty to the Chairman, transmitting, for the consideration of the Board of Visitors, certain statements from the South Eastern, and London, Chatham, and Dover Companies, bearing on the question of a railway through Greenwich Park; the statements are marked (A.) Statement (printed) from representatives of the South Eastern, and London, Chatham, and Dover Railways, with reference to the report of the Astronomer Royal, and its appendix of census returns.

Also (B.) a statement (printed) on the line from the termination of the London, Chatham, and Dover line at Croom's Hill, and the South Eastern Company's Greenwich line at Deptford, through Greenwich to East Greenwich and Woolwich.

The above letter, and the statements (A.) and (B.) which it contained, were read; and

Also the Resolutions of this Board, on the 6th of June 1846, relating to a railway passing through Greenwich Park; and that of the meeting on the 12th May 1863, on the same subject, were read.

The following Resolution was then moved by Colonel Sir George Everest, seconded by Professor Adams, and carried, that—

1. After careful consideration of the documents relating to the proposed railway tunnel under Greenwich Park, on which their Lordships request our opinion, we see no grounds for changing in any way (except perhaps in making it stronger) the Report which we had the honour of submitting to them two years ago.

2. We agree entirely with the Astronomer Royal in thinking that a removal of the Royal Observatory to any other site would, by interrupting the continuity of the observations, deprive it of its acknowledged pre-eminence over all other astronomical observatories.

3. Additional evidence, which has been obtained since our former Report, has confirmed our conviction of the inadmissibility of such projects as those which have been submitted by the railway companies, consistently with the maintenance of the National Observatory at Greenwich, as well as lessened the hopes which the Astronomer Royal may have been willing to entertain at an earlier period, that he might find it possible to devise means of obviating, in part at least, some of the apprehended inconveniences in regard to the instruments which were then in use. To these there has since been added the Great Equatorial, in regard to which the visitors fully concur in the Astronomer Royal's opinion, that the evil would be such as to be altogether irremediable.

4. The conclusion to which the Board has arrived, and which they desire to urge most strongly on their Lordships' attention, does not rest on conjecture or on a few trials made on an insufficient scale. One of its members, whose observatory (Armagh) is in the vicinity of a railroad, speaks from a working experience of 16 years, and the sum of that experience is, that the tremor is so great that observations by reflexion are uncertain for an average of four and a half minutes after a train leaves a station, and sometimes for more than six minutes; that the vibration of the instruments makes images of the stars, and especially of the sun and moon, so indistinct that they cannot be well observed; that even the wires of the collimators, which play so important a part in the use of the meridian circle, become nebulous, that adjustments are not as steady as they were before the existence of the railroad, and that if a train pass during the reading of the circle microscope, the reading becomes uncertain. The tremors and indistinctness are observed long before the train is heard, and the operations at the station, such as shunting engines and getting up steam, are nearly as mischievous as the actual trains; yet this station, the nearest point of the line, is 2,100 feet distant; the trains are small, and the velocities not more than 20 miles an hour.

5. The agents of the railway projects attach importance to the train crossing Greenwich Park in a *tunnel;* but since our former Report one of our members, Sir James South, has communicated to the Royal Society his elaborate experiments at Watford, which prove that a tunnel gives no efficient protection to an observatory; and that tremors were propagated from the Watford Tunnel which at 3,500 feet were strong enough to disturb reflexion observations.

6. Nor can the Board of Visitors deem that conditions limiting the number, weight, and speed of trains would afford any real security. The Astronomer Royal objects with reason that the endeavour to enforce such conditions would absorb much of his time, and would probably involve continual litigation; such conditions would, in fact, be intrinsically worthless.

On these grounds the Board of Visitors feel warranted in entreating their Lordships to maintain absolutely their former decision, and strictly to exclude all railways from the Park. In this the Board are confident that they will be supported by the approval of the whole scientific world.

(signed) *Edward Sabine,*
President of the Royal Society,
Chairman of Board of Visitors.

GREENWICH PARK
(SOUTH EASTERN RAILWAY).

COPY of Minutes of the Proceedings of the Board of Visitors of the Royal Observatory, dated the 24th day of April 1865; together with their Resolution concerning the proposed South Eastern, and London, Chatham, and Dover Railway passing through Greenwich Park.

(*Lord Clarence Paget.*)

Ordered, by The House of Commons, *to be Printed,*
3 *May* 1865.

248. *Under* 1 *oz.*

GREENWICH OBSERVATORY.

RETURN to an Order of the Honourable The House of Commons, dated 3 May 1865;—*for*,

COPY "of all CORRESPONDENCE with the Admiralty relative to the Effect on GREENWICH OBSERVATORY of a Proposed RAILWAY through GREENWICH PARK (in continuation of Parliamentary Paper, No. 375, of Session 1846)."

Admiralty, 3 May 1865.

C. H. PENNELL, Chief Clerk.

(Mr. Angerstein.)

Ordered, by The House of Commons, *to be Printed*, 5 *May* 1865.

GREENWICH OBSERVATORY.

SCHEDULE of Papers relating to the Proposed Lines of Railway through Greenwich Park.

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32	Memorial of Inhabitants of Woolwich - - - - -	- - -		28
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COPY of all CORRESPONDENCE with the Admiralty relative to the Effect on GREENWICH OBSERVATORY of a Proposed RAILWAY through GREENWICH PARK.

— No. 1. —

The Secretary of the Admiralty to the Astronomer Royal.

Sir, Admiralty, 7 December 1852.

I AM commanded by the Lords Commissioners of the Admiralty to send you herewith, for your consideration and report, a letter dated the 4th instant, from the South Eastern Railway Company, respecting an extension of the Greenwich Railway through Greenwich Park, and particularly with reference to its effect on the Royal Observatory.

I am, &c.
(signed) *A. Stafford.*

Professor Airy,
Royal Observatory, Greenwich.

Enclosure in No. 1.

South Eastern Railway, London Bridge Terminus.

My Lord Duke, 4 December 1852.

I HAVE the honour to request your Grace's notice of the papers ordered to be printed by the House of Commons on the 10th June, 16th June, 25th June, and the 6th July, 1846, on the subject of the extension of the Greenwich Railway through Greenwich Park, to Woolwich, which was projected by the South Eastern Railway Company in the year 1846, when the sanction of the Lords of the Admiralty to that project which had been given, was withdrawn until further experiments might induce a more concurrent opinion as to the real effects which such a measure would have on the Royal Observatory.

I have the honour to ask your Grace to permit some further experiments to be made in order that the South Eastern Railway Company may, if those experiments are satisfactory to your Grace, obtain the assent of the Lords of the Admiralty to the extension of the Railway through Greenwich Park in the ensuing Session of Parliament.

I beg leave to mention that it is of great importance to this company to obtain an early decision on the subject, as it will be useless for them to incur further preliminary expenses unless the assent of your Grace and the Lords of the Admiralty be first given,

I have, &c.
(signed) *J. Macgregor.*

— No. 2. —

The Secretary to the Commissioners of Works to the Secretary of the Admiralty.

South Eastern Railway Bill.

Sir, Office of Works, &c., 28 December 1852.

I AM directed by the Commissioners of Her Majesty's Works, &c., to acquaint you that an application has been made to them, on the part of the South Eastern Railway Company, for permission to carry a proposed extension of that line of railway through Greenwich Park; and I am desired by the

Board to request that they may be informed whether any, and if any, what proceedings are being adopted by the Lords of the Admiralty in this matter.

I am, &c.
(signed) *T. W. Philipps.*

A. Stafford, Esq. M.P.

— No. 3. —

South Eastern Railway.—Proposed Line through Greenwich Park.

Admiralty, Harbour Department,
15, Duke-street, Westminster, 4 January 1853.

Letter, 28 December 1852.

WITH reference to the question put by the Commissioners of Her Majesty's Works, whether any proceedings are being taken by the Board of Admiralty on the proposed line of the South Eastern Railway through Greenwich Park :—

It is submitted,—That the Board of Works be informed that the subject is under the consideration of the Board of Admiralty, and that, so soon as a decision has been come to, it will be communicated to the Board of Works.

The central line of the railway is proposed to be carried at a distance of 290 yards from the north-west corner of the Royal Observatory, and if constructed to the extreme limit of deviation, it will then be at a distance of 250 yards.

It is submitted,—That the hydrographer's opinion be taken as to whether such a line should be permitted.

(signed) *Charles B. D. Bethume.*

— No. 4. —

The Secretary of the Admiralty to the Astronomer Royal.

Sir, Admiralty, 11 January 1853.

I AM commanded by the Lords Commissioners of the Admiralty to send you herewith for your consideration, a letter dated the 28th December, from the Commissioners of Her Majesty's Works (together with a submission thereon from the Harbour Department), on the subject of the proposed line of the South Eastern Railway through Greenwich Park, and my Lords wish you to report your opinion on the same.

I am, &c.
(signed) *W. A. B. Hamilton.*

The Astronomer Royal,
Royal Observatory, Greenwich.

— No. 5. —

The Astronomer Royal to the Secretary of the Admiralty.

Sir, Royal Observatory, Greenwich, 13 January 1853.

I HAVE the honour to acknowledge the letter of the Secretary of the Admiralty, of 7th December 1852, enclosing a letter of J. MacGregor, Esq., Chairman of

of the South Eastern Railway Company, to his Grace the Duke of Northumberland, dated 4th December 1852, in which was stated the intention of the South Eastern Railway Company to propose to Parliament a Bill for an extension of Greenwich Railway, through Greenwich Park, to Woolwich, and desiring my report thereon.

2. I have the honour herewith to return the letter of the Chairman of the South Eastern Railway Company, and to make the following report for the information of my Lords Commissioners of the Admiralty.

3. I lost no time in communicating with the Chairman and the Engineer of the South Eastern Railway, and in making myself acquainted with the details of the plan as proposed, and the modifications which it might be desirable to introduce in it, as well as in seeking localities in which experiments to illustrate the probable effect of such railway on the Royal Observatory might advantageously be made.

4. Delays having been unavoidably occasioned by these various inquiries, it was proposed by the Chairman of the South Eastern Railway, both verbally and by letter, dated 4th January 1853, that the project should be deferred one year, and I understand it to be deferred accordingly for one year.

I have, &c.
(signed) *G. B. Airy.*

R. Bernal Osborne, Esq., M.P.,
Secretary of the Admiralty.

— No. 6. —

The Astronomer Royal to the Secretary of the Admiralty.

South Eastern Railway.—Proposed Line through Greenwich Park.

Sir, Royal Observatory, Greenwich, 13 January 1853.

IMMEDIATELY after dispatching my letter, No. 2, of this date, relating to the proposed railway through Greenwich Park, I had the honour to receive your letter, dated 11th January, inclosing for my consideration a letter of inquiry from T. W. Phillips, Esq., Secretary of the Commissioners of Works, &c., dated 28th December 1852, together with Papers from the Harbour Department, and desiring my report thereon.

2. Referring to my letter, No. 2, for more complete statement, I beg leave to suggest that, under present circumstances, it will be best that the following answer should be given to the Department of Woods and Public Buildings:

"At the representation of the Astronomer Royal, the Chairman and Directors of the South Eastern Railway have consented to defer for one year the proposal for an extension of the Greenwich Railway through Greenwich Park."

3. I return the correspondence which was enclosed in the letter of 11th January.

I have, &c.
(signed) *G. B. Airy.*

R. Bernal Osborne, Esq., M.P., &c. &c. &c.
Secretary of the Admiralty.

— No. 7. —

The Secretary, Board of Trade, to the Secretary of the Admiralty.

Office of Committee of Privy Council for Trade,
Sir, Marine Department, Whitehall, 7 Jan. 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, in pursuance of the 4th section of the Harbours Transfer Act, 1862 (25 & 26 Vict. c. 69) to be laid before the Lords Commissioners of the Admiralty, the accompanying list of the Bills (described in section 2 of the Preliminary Inquiries Act, 1851) for which applications to Parliament are now pending, with a short statement of the nature of the works, for the construction whereof powers are sought by such Bills respectively.

Extract from List.

I have, &c.

The Secretary, Admiralty. (signed) *T. H. Farrer.*

Enclosure in No. 7.

Greenwich and Woolwich.—This line runs through Greenwich Park, upon a viaduct, near to the northern end. Injurious to the Royal Observatory.

London Chatham and Dover (No. 2.)—A railway from near Dulwich to Epsom, crossing the Wandle. This line crosses Greenwich Park, 270 yards north of the Observatory.

— No. 8. —

The Secretary of the Admiralty to Messrs. *Dorington & Co.*

Gentlemen, Admiralty, 10 February 1863.

I AM commanded by the Lords Commissioners of the Admiralty to request you will furnish them with a set of the Parliamentary plans of the Greenwich and Woolwich Railway Bill, which my Lords understand proposes to authorise a line of railway across Greenwich Park, near the Observatory, and which my Lords apprehend may prove injurious to that structure.

I am, &c.

Messrs. Dorington & Co. (signed) *W. G. Romaine.*
6, Parliament-street.

— No. 9. —

The Secretary of the Admiralty to the Astronomer Royal.

Sir, Admiralty, 20 February 1863.

I AM commanded by the Lords Commissioners of the Admiralty to transmit to you herewith the Parliamentary plans and sections of the following railway lines, for which applications are now before Parliament, viz.:—

London, Chatham and Dover, a railway from near Dulwich to Epsom, crossing under Greenwich Park, 270 yards north of the Observatory.

South London, Greenwich and Woolwich.—This line is proposed to pass through Greenwich Park, upon a viaduct, near the northern end; and I am commanded by their Lordships to request you will report whether, in your opinion, those lines will injuriously affect the operations of the Royal Observatory.

I am, &c.

The Astronomer Royal, (signed) *C. Paget.*
Greenwich.

— No. 10. —

London, Chatham, and Dover Railway (No. 1) Bill.

Letter to the Board of Trade, transmitting Copies of Reports by Professor *Airy* and Admiral *Washington* on the proposed Lines of Railway through Greenwich Park.

Letter from the Secretary of the Admiralty to the Secretary of the Board of Trade.

Sir, 3 March 1863.

I am commanded by my Lords Commissioners of the Admiralty to transmit herewith copies of the Reports on the proposed lines of railway which are planned to pass through Greenwich Park, viz., the London, Chatham, and Dover Railway, and the South London, Greenwich, and Woolwich Railway; and I am to request that you will lay the same before the Committee of Privy Council for Trade, and call their attention to the possibly injurious effect on the operations of the Royal Observatory.

My Lords desire me to state that they would be glad to find that the railway was not allowed to pass within 1,000 feet of the Observatory, or that the company should be compelled to pay such damage as will pay for the construction of another Observatory.

I am, &c.

J. Booth, Esq., (signed) *W. G. Romaine.*
Board of Trade.

Professor *Airy*'s Report.

Royal Observatory, Greenwich,

My Lord, 24 February 1863.

I have the honour to acknowledge your Lordship's letter, 20th instant, accompanied by plans of the extension of the London, Chatham, and Dover Railway, and plans of the South London, Greenwich, and Woolwich Railway, so far as they relate to Greenwich and its neighbourhood, and requesting in my Report whether in my opinion these lines, both of which pass through Greenwich Park in tunnels or covered cuttings, will injuriously affect the operations at the Royal Observatory. I return the plans by carrier, and have the honour to submit the following Report:—

2. I premise that it appeared from experiments made by me on two separate occasions several years ago, one series in the sandy and gravelly soil between Rotherhithe and Deptford, the other series in the clay ground of Kensal Green, that in both cases, with no remarkable difference, the tremor produced by the passage of railway trains began to be sensible as regards astronomical observations at the distance of 1,000 feet, and that at 500 feet it was intolerable. These distances apply to railways in open air; but in the experiments at Kensal Green, which had special reference to the effects of covering as in a tunnel, it appeared that at the instant of the trains entering the tunnel the tremor was materially diminished, and so continued till the train emerged from the tunnel.

3. It will appear, therefore, that, after making all due allowance for the sedative effect of the tunnel covering, the distance, 700 or 800 feet, may be regarded as critical for decision on the probable effects of railway tremor on the operations of the Observatory. Within that general distance very serious inconvenience would be produced; beyond it, the inconvenience, though sensible, would probably not be serious.

4. Referring first to the plans of the London, Chatham, and Dover Extension, I remark that measures on the plan No. 3, Woolwich Line, Street No. 6, give the following distances from the Royal Observatory:—

Black line on proposed line - - - -	825 feet.
Dotted line on southern limit of deviation - -	700 „

I remark also, on the plan No. 2, Greenwich Line, Street No. 5, that the line of passage of the railway between the streets west of Croom's Hill (on which will practically depend the point of entrance into the Park, and much of the line through the Park), is so traced that there is no temptation to carry the railway further south than the black line, and I believe that the Street No. 6 represents fairly the intention of the railway company; I think, therefore, that I may correctly estimate the distance of the railway from the Royal Observatory as 825 feet.

5. Referring next to the plans of the South London, Greenwich, and Woolwich Railway, I find that measures on the plan, Railway No. 1, Street No. 3, give the following distances from the Royal Observatory:

Black line or proposed line - - - -	687 feet.
Dotted line or southern limit of deviation - -	555 „

But on the same plan, I remark that the black line before entering the Park is made to pass close to the houses of the Royal Circus (which are among the most valuable houses of Greenwich); that by carrying it further south the interference with this valuable property will be avoided (a little more interference being made with the insignificant houses of Croom's Hill Grove), and a better depth of ground will be obtained for the tunnel works; I therefore express my firm conviction that in the event of the construction of the railway being sanctioned in conformity with these plans, the company will make their line of railway considerably to the south of the black line, and I estimate its probable distance from the Royal Observatory as nearly 610 feet.

6. In comparing these two measures, I must conclude that, relatively, the proposed course of the London, Chatham, and Dover Extension is far more favourable to the Royal Observatory than that of the South London, Greenwich, and Woolwich Railway; and, absolutely, I think that the effects of the South London, Greenwich, and Woolwich Railway would be very troublesome, and the effects of the London, Chatham, and Dover, though sensible, would not be very troublesome.

7. In submitting this Report, I take leave to add, that in my opinion any railway which passes through the lower part of Greenwich Park must be felt injuriously in some degree at the Royal Observatory; but, when the inconvenience is not very great, I conceive that a small annoyance to the Royal Observatory is not to be urged as a bar to a useful public work, and that it becomes the duty of the conductors of the Observatory to meet such inconvenience by the mechanical or other arrangements which are best calculated to obviate its injurious effects.

I am, &c.

Admiral Lord Clarence Paget, M.P. (signed) *G. B. Airy.*

Admiral *Washington*'s Report on the Railways proposed through Greenwich Park.

27 February 1863.

I HAVE read the Report of the Astronomer Royal, giving the result on some former experiments on the vibration caused by the passage of a railway train, by which it appears that the tremor began to be sensible as regards astronomical observations at the distance of 1,000 feet. I am therefore of opinion that their Lordships should withhold their assent to any line of railway that passes within that distance of the Royal Observatory.

No doubt the accommodation and convenience of the travelling public should have every consideration, but with all due deference it must not be allowed to interfere with the high character that the astronomical observations made at Greenwich have hitherto borne.

Of the two proposed railways, the London, Chatham, and Dover Extension passes within 825 feet, and the South London, Greenwich, and Woolwich within 610 feet of the Royal Observatory.

I therefore submit that their Lordships refuse their assent to both the above Bills; and that the Board of Trade and their respective Parliamentary Agents be so informed.

(signed) *J. Washington*, Hyd.

— No. 11. —

The Secretary of the Admiralty to the Solicitor of the Admiralty.

Sir, Admiralty, 19 March 1863.

I AM commanded by the Lords Commissioners of the Admiralty to signify their direction to you to take the proper steps for preventing the passing of the London, Chatham and Dover Extension Line, which passes through Greenwich Park, so near to the Royal Observatory as to interfere with the value of that establishment.

I am, &c.

A. R. Bristow, Esq., (signed) *W. G. Romaine.*
Solicitor to the Admiralty.

— No. 12. —

The Secretary of the Admiralty to the Astronomer Royal.

Sir, Admiralty, 24 March 1863.

WITH reference the projected line of railway through Greenwich Park (London, Chatham and Dover Bill, No. 1), and the observations made by the Duke of Somerset in the House of Lords last night, I am commanded by the Lords Commissioners of the Admiralty to acquaint you that my Lords are anxious, if possible, not to interfere with the passing of a Bill which will be a convenience to a large population.

As, however, my Lords are bound to do all in their power to protect the Observatory from damage, they would be very glad if you can make any experiments, on existing railways or otherwise, between this time and the re-assembling of Parliament, so as to enable their Lordships to make recommendation, in the nature of an instruction to the Committee, for the protection of the Observatory.

It has been suggested that a tunnel formed by a complete circle of masonry, or brick, instead of the usual semi-circle will obviate in a great measure the vibration of passing trains; also that longitudinal sleepers diminish vibration.

On these, and on any other points, my Lords will be glad to have the benefit of your suggestions; and, should you desire it, my Lords will request any civil engineer whom you may think proper to consult, to put himself in communication with you and assist you in preparing a report.

I am, &c.

G. B. Airy, Esq., (signed) *W. G. Romaine.*
Royal Observatory, Greenwich.

— No. 13. —

The Secretary, Board of Trade, to the Secretary of the Admiralty.

Board of Trade (Railway Department),

Sir, Whitehall, 24 March 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 3d instant, transmitting copies of reports by the Astronomer Royal, and by the Hydrographer of the Admiralty, on two proposed lines of railway which are planned to pass through Greenwich Park, and requesting that the attention of this Board may be called to the possibly injurious effect of the proposed railways on the operations of the Royal Observatory, and in which you state, on the part of the Lords of the Admiralty, that their Lordships would be glad to find that the railway was not allowed to pass within 1,000 feet of the Observatory, or that the Company should be compelled to pay such damage as will pay for the construction of another observatory.

One of the two Bills referred to in your letter, viz., the South London and

Greenwich and Woolwich Railway Bill, has been withdrawn by its promoters in the House of Lords.

With respect to the other Bill, viz., that of the London, Chatham and Dover Railway Company, I am to observe that it does not appear to my Lords that it would be competent to them, in making their special report upon the Bill, either under the Sessional Order of the House of Commons, or in exercise of the functions under the Preliminary Inquiries Act, 1851, which have recently been transferred from the Admiralty to the Board of Trade, to do more than communicate to the Committees on the Bill the objections entertained on the part of the Admiralty to the scheme in question as likely to be injurious to the Royal Observatory, which have been made known to the Board of Trade.

This course my Lords will adopt, but it seems to them that if it should be necessary to bring evidence before the Committees on the Bill to establish the inexpediency, in reference to the public interest connected with the Royal Observatory, of allowing the proposed railway to be constructed, or the propriety of securing compensation to the Government so as to provide for the construction of another observatory elsewhere at the expense of the railway company, it would be for the Admiralty to take the necessary steps for those purposes.

Although the distance of the Observatory from the proposed line may be such as that the conductors of the Royal Observatory may not be entitled in the ordinary course under the Standing Orders to become Petitioners against the Bill, it seems to my Lords to be not improbable that the case would be considered one in which, under the special circumstances, those parties should be heard in the interest of the public, and if this cannot be done the Bills can be opposed in the House itself.

In any case, however, it appears to my Lords that this Board can only report to the effect above mentioned, and that as regards any further steps they would not be able to effect more for the purpose contemplated in your letter than is in the power of the department of the Admiralty.

I have, &c.

The Secretary, Admiralty. (signed) *James Booth.*

— No. 14. —

The Astronomer Royal to the Secretary of the Admiralty.

Royal Observatory, Greenwich, S.E.,

Sir, 2 April 1863.

Referring to your letter E, of 24th March, on the course to be followed with regard to the proposed passage of an extension of the London, Chatham and Dover Railway, through Greenwich Park, I have the honour to state that I am in various ways preparing myself, and hope to be able to make a Report to the Admiralty within a few days.

2. Meantime I may state that it appears to me probable that it may be requisite to limit the speed of trains through the Park. And with the view of effecting this, I enclose a memorandum which I would request you, if it seem fit, to place before the legal adviser of the Admiralty, with a request that answer be returned to me as soon as it can conveniently be done.

I have, &c.

(signed) *G. B. Airy.*

W. G. Romaine, Esq., C.B.,
Secretary of the Admiralty.

Enclosure in No. 14.

MEMORANDUM of the Astronomer Royal, for the opinion of the Solicitor of the Admiralty.

2 April 1863.

IN the event of the Crown giving its sanction for the passage of the proposed branch of the London, Chatham and Dover Railway through Greenwich Park, it appears desirable that power should be retained for limiting the speed of trains while within the tunnel passing through the Park to an average speed in each train of 12 or 15 miles per hour.

The Astronomer Royal can on any occasion determine the average speed of the train with great facility and with the utmost accuracy.

The Astronomer Royal suggests as desirable that a draft clause to this effect should be prepared as quickly as possible, in order that he may be enabled to place it, with other parts of a report on the proposed railway, before the Admiralty.

And the Astronomer Royal particularly urges that provision may be made in the proposed clause for inflicting fine or other penalty upon the Company, or upon some of its officers by summary process, without which it is much to be feared that the limitation in question, though enjoined by the Act of Parliament, might partially become a dead letter.

G. B. Airy.

— No. 15. —

In Parliament, Session 1863.

LONDON, CHATHAM AND DOVER RAILWAY (No. 1) BILL.

DRAFT CLAUSE for insertion on behalf of Admiralty for Protection of Royal Observatory, Greenwich.

Reduction on speed of Trains passing through Tunnel in Greenwich Park.

FOR protection of the Royal Observatory, Greenwich, against the effects of vibration, caused by motion of trains at a high rate of speed, the following provision shall take effect:—

1. It shall not be lawful for the Company, or for any other Company using the Company's Railway, or for any person using the same, or for any engine driver, guard, or other person, to cause or permit any train, or any engine, carriage, waggon, or truck, while passing through the tunnel, in or under Greenwick Park on the line of Railway authorised by this Act, and hereinbefore designated No. 3 (Woolwich Line), to move at any moment at a higher speed than at the rate of 12 miles an hour.

2. If the Company, or any other Company using the Company's Railway, or any person using the same, does or suffers to be done any act or thing in contravention of the provisions of the present section, such Company or person shall for every such offence be liable to a penalty not exceeding fifty pounds.

3. If any train, engine, carriage, waggon, or truck, while passing through the said tunnel, is moved at any moment at a higher speed than at the rate of 12 miles an hour, then, and in every such case, the engine driver, guard, or other person having the direction or control of the rate of speed of such train, engine, carriage, waggon, or truck, shall be liable to a penalty not exceeding five pounds, independently of any penalty imposed on any Company or other person under the provisions of the present section.

— No. 16. —

LONDON, CHATHAM AND DOVER RAILWAY (No. 1) BILL.

COPY of the Further Report of the Astronomer Royal as to the probable effects of the London, Chatham and Dover Railway on the Royal Observatory in Greenwich Park.

Royal Observatory, Greenwich, S.E.,
9 April 1863.

My Lord,

I HAVE the honour to acknowledge the receipt of your Lordship's letter of 24th March, E., regarding the proposed extension of the London, Chatham, and Dover Railway through Greenwich Park, and the steps which it may be desirable to take for the protection of the Royal Observatory against its possibly injurious effects; and I have to submit the following statement of my proceedings thereon, and of the recommendations which I would offer for the consideration of my Lords Commissioners of the Admiralty.

2. I lost no time in endeavouring to open a communication with the Secretary of the London, Chatham and Dover Railway. In this I have failed, having been unable to obtain a personal interview, and having received from him no answer to my letter. I have, however, had an interview and correspondence with the engineer of the Company, and am enabled to enter fully upon the principal questions of the engineering of the railway.

3. I learn from the engineer that there would be no objection to making the following departure from the central line laid down in the deposited plans of the railway:—

(1.) To abandon unequivocally the license of southern deviation in the western part of the park.

(2.) To engage to construct the railway upon the red line marked in the enclosed plan, the railway being still in tunnel, but with a covering of earth of somewhat less thickness than if the railway followed the central or black line.

The minimum distance of the said red line from the transit circle of the Royal Observatory is marked by the engineer as 1,060 feet, agreeing almost exactly with the measure which has been made under my direction.

4. In planning experiments for observation of the effect of existing railways, I have found great difficulty in fixing on any whose circumstances exactly resemble those of the proposed line through Greenwich Park. In similarity of soil, and of shallow covering, I have been fairly successful, but I cannot find a railway in a shallow tunnel on the side of a hill so steep as that on which the Royal Observatory stands. It is my belief that this circumstance is unimportant, and that the plane of communication of tremors has respect to the external surface of the ground. I think it proper, however, expressly to notice this departure in my experiments from the circumstances of the Royal Observatory.

5. The places which I selected for experiment are the following:—

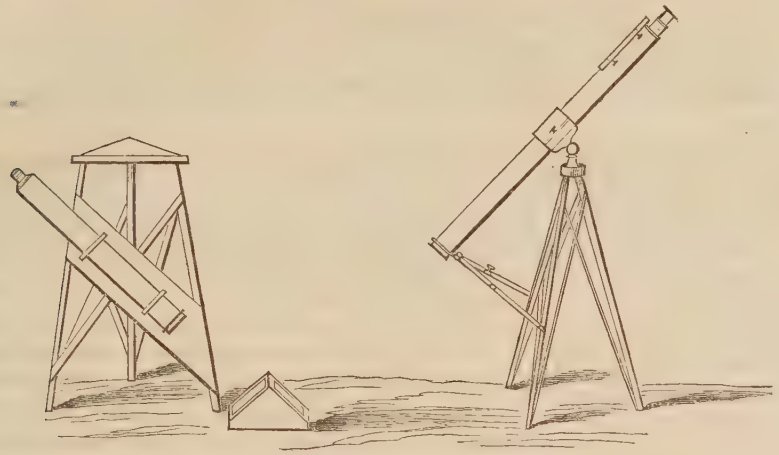
(A.) The shallow entrance of the tunnel of the North Kent Railway near to Morden College, Blackheath. The distance of the place of observation from the centre of the railway was 665 feet.

(B.) The Metropolitan Railway, at the upper end of Portland-place. The place of observation was in Regent's Park; its distance from the centre of the railway was 864 feet.

In station (A.) the soil is precisely similar to that of Greenwich Park; the thickness of the tunnel covering increases from a small quantity at the mouth to about 10 feet. In station (B.) the sides of the tunnel, and a thin covering of the bottom, are of soil similar to that of Greenwich Park, the subsoil being hard clay.

6. The

6. The apparatus used in the experiments is represented below :—



A telescope (left side of drawing), furnished with wires in its field of view, is directed downwards to a trough of quicksilver, which is protected from the wind by a glass shade. The rays of light from the wires pass through the object glass, fall upon the quicksilver, are reflected upwards, and are there viewed by another telescope (right side of drawing), at which the observer is stationed. When the surface of the quicksilver is undisturbed, the wires of the first telescope are seen well with the second telescope ; but a tremor of the quicksilver, entirely undiscoverable in any other way, causes them to become indistinct and disappear. The aperture of the telescopes employed is $3\frac{3}{4}$ inches, and the magnifying power of the observing (right side) telescope is 120.

7. On the morning of 2d April observations were made on the North Kent Railway. Their results may be epitomised as follows :—

Observers, G. B. Airy and E. J. Stone.

	Probable Duration of Obscuration of Wires.	Limit in Excess of the Duration of any Indistinctness.
	s.	m. s.
1st Experiment - - - -	37	2 20
2d „ - - - -	37	1 51
3d „ - - - -	53	1 30
4th „ - - - -	34	0 46
Mean - - - -	40	1 37

Supposing the speed of the train to be 20 miles per hour, the distances from the train to the disturbed quicksilver are nearly the following :—

At total disappearance of the wires - - 900 feet or less.
At the smallest perceptible disturbance - less than 1,560 feet.

The latter number is undoubtedly much too large, as it includes the effect of every accidental disturbance. The fourth experiment alone would give 970 feet.

8. On the morning of 4th April observations were made on the Metropolitan Railway.

Observers, G. B. Airy and W. Ellis.

	Probable Duration of Obscuration of Wires.	Limit in Excess of the Duration of any Indistinctness.
	s.	m. s.
1st Experiment - - - -	30	1 43
2d „ - - - -	17	2 10
3d „ - - - -	29	1 45
4th „ - - - -	45	1 46
5th „ - - - -	33	1 35
6th „ - - - -	20	1 22
7th „ - - - -	28	1 0
8th „ - - - -	33	2 5
9th „ - - - -	38	1 38
Mean - - - -	30	1 40

From which as before the distances are:

At total disappearance of the wires -	- 970 feet or less.
At the smallest perceptible disturbance	- less than 1,700 feet.

The latter number is of little value, as there were many small causes of disturbance.

9. In regard to the effect of the earth-covering, on which experiments were made by me several years ago, but at a smaller distance from the tunnel, the general impression now left on my mind is, that the saving or protecting power of the earth-covering bears a smaller proportion to the residual disturbance when the distance of the quicksilver from the tunnel is considerable than when it is small.

10. It will be remarked that the test of tremor which has been used in these experiments, namely, the disturbance of an image as seen by reflection on the surface of quicksilver by the aid of a powerful telescope, is one which will present itself several times every day in the course of the ordinary observations at the Royal Observatory.

11. All things having been carefully considered, I have the honour to report the following as my opinion:

First, in regard to the engineering of the railway:

I. It is indispensable that the railway pass through the park in a covered tunnel.

II. It is indispensable that its minimum distance from the transit circle of the Royal Observatory exceed 1,000 feet.

III. The red line upon the map may be considered satisfactory to this extent, that no serious inconvenience will be produced to the Royal Observatory, although the effect of the railway will undoubtedly be sometimes felt. Even this may be greatly diminished by an administrative provision, to which I will allude below.

12. In your Lordship's letter of 24th March, you suggested for consideration whether there might be advantage in requiring the tunnel to be formed as a complete barrel of brickwork, and in requiring continuous bearing of the rails. It is very difficult to institute discriminating experiments on these points. I have conversed with some engineers, but I am unable to obtain from them any valid information. And, finally, I express as my opinion, that the barrel form of the tunnel is unimportant, but that there may be a small advantage in continuous bearing. And I would therefore record as a recommendation—

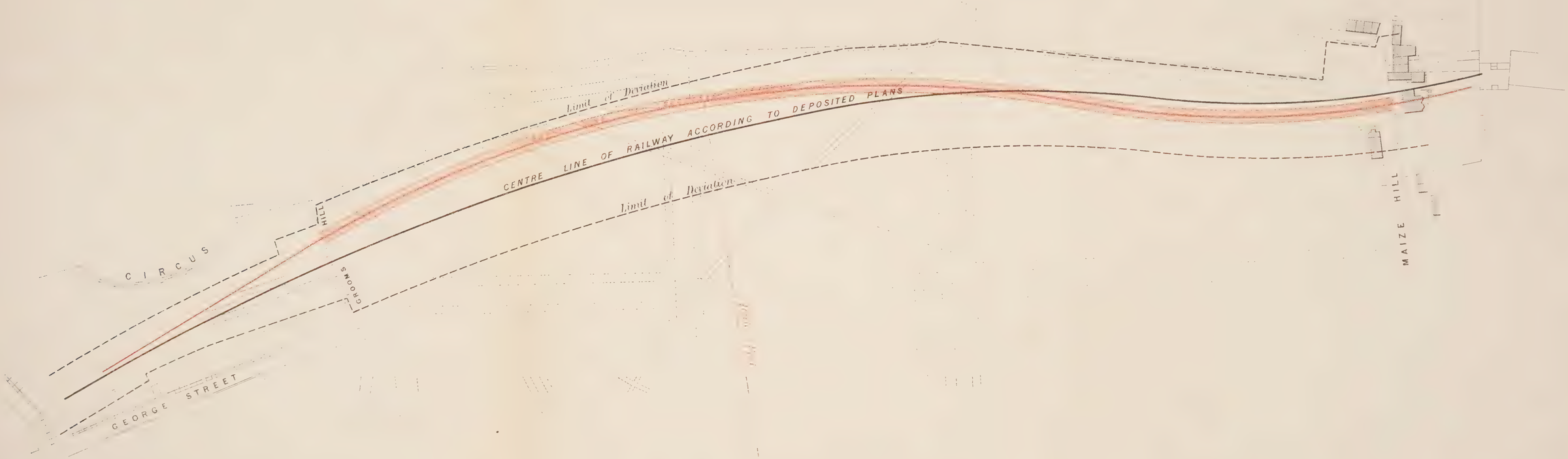
IV. That the rails be laid in continuous bearing.

13. I now advert to the point of administration to which I have alluded at the end of paragraph 11. It relates to the speed of the trains. The difficulty of making varied experiments upon an active railway is so great that I have not attempted to ascertain the difference of tremor produced by trains running at high speed, and by the same trains running at low speed. But it is perfectly notorious that the trains at high speed produce far the greater tremor. I therefore deem it indispensable, for the security of the Royal Observatory, that the speed of trains passing through the Park be limited by the Railway Act to a definite rate; I propose 12 miles per hour. On this I remark, first, that if trains stop at the proposed Croom's Hill Station, this provision would in reality produce no constraint whatever on the Railway Company, because their average speed through the Park could not exceed 12 miles per hour; secondly, that in the event of trains being run without stopping at Croom's Hill, this provision would cause a delay rarely exceeding one minute of time; thirdly, that the proposed condition is a very slight acknowledgment of the very great concession made by the Crown in permitting the passage of a railway through the Royal Park of Greenwich.

14. But to make such a provision really efficient a distinct and summary and easy legal process for enforcing it must be established in the Act. Remarking that, for the security of the Company against vexatious proceedings, it is desirable that the power of taking steps to enforce it be limited to the

Astronomer

LONDON CHATHAM AND DOVER RAILWAY (№ 1)



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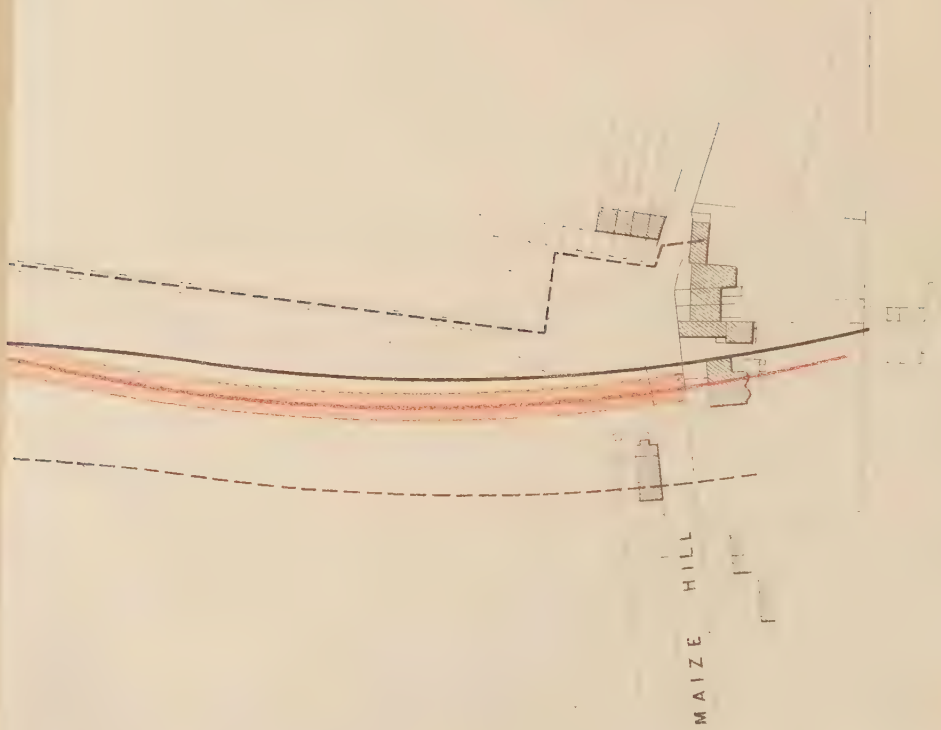

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№ 259. Ordered, by the House of Commons, to be Printed, 5 May 1865.

Astronomer Royal or to some person authorised by the Board of Admiralty, I would propose that power be given to such persons to summon the secretary or some officer of the Company, for instance, before the Greenwich Police Court, and that the presiding magistrate be required immediately to decide on the matter, and to punish a proved contravention of the regulation by fine. The Astronomer Royal would not have the smallest difficulty in proving the average speed of any train through the tunnel. On the other hand, as this process would be attended with trouble to him, there is no fear that it would be abused. I therefore propose—

V. That a clause be inserted in the London, Chatham and Dover Railway Extension Act, limiting the average speed of each and every railway train during its passage through the tunnel in the Park to the rate of 12 miles per hour.

VI. That a clause be inserted in the same Act providing a summary legal process by which the Astronomer Royal or other person authorised by the Board of Admiralty be enabled to lay information against or to summon some defined officer of the Railway Company, and to proceed against him for immediate recovery of the fine, to be specified in the Act, for contravention of the regulation applying to the speed of the trains.

15. Finally, I have the honour to propose, as sufficient for the protection of the Royal Observatory—

That it be required that the railway pass through the Park in a tunnel;
That the railway take the course through the Park defined by the red line on the map, the rails being on continuous bearing;
That the average speed of each and every train, while passing through the Park be limited by clause in the Act of Parliament to the rate of 12 miles per hour;
That by clause in the Act of Parliament summary legal process he defined for the enforcement of that limitation.

16. I have not thought it necessary to call in the assistance of any engineer, as my personal acquaintance with engineers, and some familiarity with the general subject, appeared to supply all that I required.

I have, &c.
(signed) *G. B. Airy.*

Rear Admiral the
Right Hon. Lord Clarence Paget, C.B., M.P.,
Secretary of the Admiralty.

— No. 17. —

REPORT OF THE HYDROGRAPHER.

IN the case of the railway passing through Greenwich Park the conditions proposed by the Astronomer Royal, viz.—

1. That the railway shall pass in a tunnel;
2. That it shall not pass nearer the transit instrument than 1,060 feet;
3. That the speed of the train when passing through the Park shall not exceed 12 miles an hour—

seem to provide sufficiently for the security of the Observatory, although it is not clear from the results of the recent experiments that at times some tremor may not be felt.

In a case of this importance I think it would be more satisfactory to their Lordships to be fortified by the opinion of the Board of Visitors of the Royal Observatory, the Chairman of which is the President of the Royal Society. Such was the case in the year 1846, when a similar railway was proposed to be taken through Greenwich Park, and it seems desirable to follow that precedent.

Should their Lordships be pleased to adopt this course, I would submit that the

the report of the Astronomer Royal be printed and circulated to each member of the Board of Visitors.

And that the President of the Royal Society be requested to convene a meeting of the Visitors at a suitable time to take the subject into consideration and report their opinion to their Lordships.

(signed) *J. Washington*,
Hydrographer.

10 April 1863.

— No. 18. —

The Secretary of the Admiralty to General *Sabine*.

Sir, 4 May 1863.

I AM commanded by the Lords Commissioners of the Admiralty to transmit herewith copies of the Reports of the Astronomer Royal, dated 24th February and 9th of April last, as to the probable effects of the London, Chatham and Dover Railway on the Royal Observatory in Greenwich Park, and to acquaint you that this Bill is waiting for the Select Committee to be named; and I am to request you to call the Board of Visitors of the Royal Observatory together and request them to favour their Lordships with a report on the subject.

I am, &c.
(signed) *C. Paget.*

M. General Sabine, R.A., Royal Society,
Burlington House.

— No. 19. —

THE Astronomer Royal to the Secretary of the Admiralty.

Royal Observatory, Greenwich,
7 May 1863.

My Lord,

IN previous correspondence on the subject of the proposed construction of the London, Chatham and Dover Railway Extension, No. 1, and its passage through Greenwich Park, I have confined my remarks to the possible effects which the tremors produced by such a railway might render sensible in a degree injurious to the astronomical operations of the Royal Observatory.

I ask permission now to place before your Lordships, for the consideration of my Lords Commissioners of the Admiralty, some remarks on the extent to which new railway communication is wanted in the neighbourhood of Greenwich, and on the question whether that want may not now be supplied by much simpler means than by leading the London, Chatham and Dover Extension through the town and park of Greenwich.

2. It will be seen that the districts concerned in the actual and possible proposals of plans for railway extension are the following:—

London (by London Bridge, Blackfriars Bridge, Hungerford Bridge, and any westerly point).

Greenwich.

Woolwich and the North Coast of Kent.

Now, when the Charing Cross Railway shall be completed, there will be good communication from Greenwich to London Bridge and to Hungerford Bridge, and open communication to the railway crossing at Blackfriars Bridge. Nor does there appear to be any particular difficulty in forming such connections as would

would give access to the Victoria Station. In a word, Greenwich will be well connected with London.

Woolwich, and the whole north coast of Kent, will, by the same means, through the North Kent Railway, be well connected with London.

It is no objection to this connection, that it does not pass through the town of Greenwich to persons travelling between London and Woolwich, as the passage through Greenwich is a matter of indifference.

But there is no connection between Greenwich and Woolwich, &c., and this is the only real fault in the present system of these railways.

3. It appears to me, therefore, that every want would be supplied by the construction of a station in the eastern district of Greenwich (as, for instance, near Maze Hill, or near the east angle of the Royal Hospital), and by the carrying of a short railway from that station to join the existing North Kent Railway. The expense of this short line would be comparatively insignificant, it would not pass through the park or through any important part of the town; it would permit communication with the proposed Greenwich Docks, and it would lead on directly to Gravesend and Strood (which, as I understand the proposed London, Chatham, and Dover Extension, will effect only by using the the same North Kent Line).

4. Viewing the possibility of satisfying immediate wants by an arrangement of such a simple and inexpensive character, and viewing also the unavoidable risk connected with the passage of a railway through the park, I have the honour to submit whether the influence of their Lordships may not, with propriety, be employed to procure at least the suspension of the proposal of the London, Chatham, and Dover Extension, No. 1.

5. I enclose a small map on which I have marked the short railway branch which I suggest as sufficient for present wants. I have shown two lines, corresponding to the two stations suggested in paragraph 3.

I have, &c.
(signed) *G. B. Airy.*

Admiral Lord Clarence Paget, C.B., M.P.,
&c. &c. &c.

— No. 20. —

The Secretary of the Admiralty to General *Sabine.*

Sir, 8 May 1863.

Adverting to my letter, 4th instant, I am commanded by the Lords Commissioners of the Admiralty to transmit copy of a further report received from the Astronomer Royal, dated 7th instant, respecting the proposed construction of the London, Chatham, and Dover Extension, No. 1, and its passage through Greenwich Park, and I am to request that you will lay the same before the Board of Visitors of the Royal Observatory.

I am, &c.
(signed) *W. G. Romaine.*

Major General Sabine, R.A., F.R.S.,
13, Ashley-place, Westminster.

— No. 21. —

Report of Visitors of the Royal Observatory.

Sir, Admiralty, 12 May 1863.

In pursuance of a resolution of the Board of Visitors of the Royal Observatory, I have the honour to forward herewith, for the information of the Lords Commissioners of the Admiralty, a copy of the minutes of proceedings of the Board at a

meeting held at Burlington House this day, and I am to request you to enable me to defray the gentlemen's expenses named therein, by sending the necessary directions to the Accountant General.

I have, &c.
(signed) *A. B. Bechen,*
Secretary to Board of Visitors.

W. G. Romaine, Esq.,
&c. &c. &c.

Enclosures in No. 21.

Resolution.

Resolved, That it appears, by the experiments which have been recorded in the papers laid before the Board, that the distance at which the proposed extension of the London, Chatham and Dover Railroad would pass the Greenwich Observatory, though sufficient to obviate very great and glaring disturbances of the astronomical observations, is insufficient to give that security against tremors which the present state of astronomical precision renders very desirable; and that it has to be borne in mind that the precision of astronomical methods is continually and rapidly progressive, so that tremors which now might be considered not intolerable would, in all probability, in the progress of time, become deservedly so considered.

Nor can the Board entirely overlook the possibility, considering the peculiar situation of the Observatory, on the face of a precipitous hill of very loose materials, that the continued tremor arising from a continually increasing traffic may progressively unsettle the soil to an inconvenient extent, and produce fluctuations of a troublesome character, and not of a periodic nature.

In view of these considerations, the Board is of opinion that it is most undesirable and inexpedient to allow the passage of a railway through any part of Greenwich Park, and they earnestly recommend their Lordships to refuse their consent to such a measure.

(signed) *Edward Sabine,*
Chairman.

12 May 1863.

Report of the Board of Visitors.

Minutes of the Proceedings of the Board of Visitors of the Royal Observatory at the Meeting held at Burlington House, on Tuesday the 12th May 1863.

Present:

General E. Sabine, Chairman, F.R.S.	Professor Donkin, Oxford Observatory.
Charles Babbage.	Dr. Whewell, Master of Trinity College, Cambridge.
Sir John Herschel.	Professor G. G. Stokes.
Professor Challis, Cambridge Observatory.	Colonel Sir G. Everest.

The minutes of the last annual visitation of the Observatory were read, and confirmed.

The following communications were read, viz.—

1. Lord Clarence Paget's letter to the President of the Royal Society (Chairman of the Board of Visitors), requesting that the present meeting should be called, and enclosing letters.

1st. Mr. Romaine to Mr. Booth, 3d March 1863.
2d. Astronomer Royal's Report, 24th February 1863.
3d. Hydrographer's Report, 27th February 1863.
4th. Astronomer Royal's further Report of April 1863.

2. Mr. Romaine's letter to the chairman of the Board, 8th May 1863, enclosing the Astronomer Royal's report of 7th May 1863.

The entire correspondence, printed by order of the House of Commons, being placed on the table, was referred to by the members of the Board.

Resolved, That it appears by the experiments which have been recorded in the papers laid before the Board, that the distance at which the proposed extension of the London, Chatham, and Dover Railroad would pass the Greenwich Observatory, though sufficient to obviate very great and glaring disturbance of the astronomical observations, is sufficient to give the security against tremors which the present state of astronomical precision renders very desirable; and that it has to be borne in mind that the precision of astronomical methods is continually and rapidly progressive, so that tremors which now might be considered not intolerable would in all probability in the progress of time become deservedly so considered. Nor can the Board entirely overlook the possibility, considering the peculiar situation of the Observatory, on the face of a precipitous hill of very loose materials, that

that the continued tremors arising from a continually increasing traffic may progressively unsettle the soil to an inconvenient extent, and produce fluctuations of a troublesome character, and not of a periodic nature.

In view of these considerations, the Board is of opinion that it is most undesirable and inexpedient to allow the passage of a railway through any part of Greenwich Park, and they earnestly recommend their Lordships to refuse their consent to such a measure.

Resolved, That the expenses of the following visitors in attending this meeting be allowed, viz.:

Sir John Herschel, Professor Challis, Professor Donkin, Dr. Whewell, and Professor Stokes, 5*l.* each for attending this Board, making - - - £. 25
Grant to secretary - - - - - - - - - 10

£. 35

(signed) *E. Sabine*, Chairman.

— No. 22. —

The Astronomer Royal to the Secretary of the Admiralty.

Royal Observatory, Greenwich, S.E.,
24 February 1865.

My Lord,

I HAVE learned, through the usual channels of public information, that a Private Bill is now before Parliament, having passed the examination on Standing Orders for the formation of a railway through Greenwich Park. This Bill is ostensibly promoted by the South Eastern Railway Company, but it is also supported by the interest of the London, Chatham, and Dover Railway Company. The movement thus assumes a very grave character, not only because it is urged by two powerful companies, but also because the proposed railway, if completed, would bring through Greenwich Park the aggregate traffic of two large systems of railway.

2. I have the honour to submit to the consideration of my Lords Commissioners of the Admiralty a Memorandum, accompanying this letter, in which I have endeavoured to enter fairly and completely into all the points which present themselves in the examination of this proposal.

3. I ask permission to suggest, for their Lordships' decision, whether, among the steps which they may think fit to take in reference to this Memorandum, they may be pleased to place it before the Board of Visitors of the Royal Observatory for their consideration and report.

I have, &c.
(signed) *G. B. Airy.*

Rear Admiral Lord Clarence Paget,
C.B., M.P.,
Secretary of the Admiralty.

Enclosure in No. 22.

MEMORANDUM

On the existing and proposed railways, in the neighbourhood of Greenwich, in reference to their general utility and necessity, and to their influence on the interests of Greenwich Park and the Royal Observatory.

(I.) *On the Districts for which Connection ought to be Provided.*

1. The districts for which railway connections are in different degrees required may be classified as follows:—

2. London, distinguished as East, Central, and West; respect also being had to the prolongation of railway connection beyond the metropolis.

3. Greenwich.

3. Greenwich.

4. Woolwich, and the south shore of the Thames.

5. Brixton, Sydenham, and their neighbourhoods.

II.—*On the Connections already provided or sanctioned.*

6. Between London and Greenwich there is excellent communication. The South Eastern Railway gives communication of the west end of Greenwich with London Bridge and with Charing Cross, and will shortly join on the line to Cannon-street. The London, Chatham, and Dover Railway will shortly make connection between the centre of Greenwich (at the park west wall) and Ludgate (lengthened, however, one mile and four furlongs by its curvature, but possessing the important facility of further progress by the Metropolitan Railway to the northern stations), and also with the Victoria station.

7. From London to Woolwich and the south shore of the Thames there is connection by the North Kent Railway, joining London at London Bridge, Cannon-street (shortly), and Charing Cross. In the neighbourhood of Greenwich this line, passing round Blackheath, is slightly indirect, its actual length being greater than the length of a line through Greenwich Park by one mile and three furlongs.

8. From London to Brixton and Sydenham, &c., there is good communication, requiring no special notice here.

9. From Greenwich to Brixton, Sydenham, &c., the London, Chatham and Dover Railway will make good communication.

10. Between Greenwich and Woolwich, &c., there is no communication whatever.

11. Between Woolwich, &c., and Brixton, Sydenham, &c., there is no communication whatever.

III. *On the Connections prepared for supplying the Defects last mentioned.*

12. The South Eastern Railway Company propose to make a line sloping down from the existing Greenwich Railway, passing under the principal street of Greenwich (where level must be much disturbed), and joining the London, Chatham, and Dover Railway at the wall of Greenwich Park. The slope must be somewhat rapid, and the streets of the town will be much injured.

13. The South Eastern Railway Company further propose to continue the line (which continuation thenceforward would carry the traffic both of the South Eastern Railway and of the London, Chatham, and Dover Railway) in a tunnel through the lower part of Greenwich Park, at a distance apparently exceeding 900 feet from the transit room of the Royal Observatory.

14. The South Eastern Railway Company finally propose to continue this line, through a tract in which there is no house or other building near the line east of Greenwich Park, to the Charlton station of the North Kent Railway.

15. The advantages proposed appear to be, that the distance by the South Eastern Railway from London to Woolwich and the Thames coast, would be shortened one mile and three furlongs; that Woolwich, &c., would be placed in connection with the London, Chatham, and Dover Railway, and would thus be in communication with Ludgate and Victoria stations, and also with Brixton and Sydenham, &c., and that Greenwich would be in communication with Woolwich, &c.

IV. *On Connections which might be proposed for producing the same Communications, if it should be thought desirable, to avoid passing through Greenwich Park.*

16. The communication from Greenwich (east wall of the park) to Charlton station, mentioned in Article 14, would put Greenwich entirely in communication with Woolwich and the Thames shore, at very insignificant expense.

17. For the communications of Woolwich, &c., with Ludgate and Victoria, as well as with Brixton and Sydenham, &c., it appears to me sufficient to establish a connection of the London, Chatham, and Dover line with the North Kent line in the Deptford Lewisham Valley. In proceeding eastward from Deptford Common, I should propose to separate southerly from the London, Chatham, and Dover line a little way south-west of Loam Pit Hill, to cross the hill and the North Kent Railway a little way south-east of the present crossing, and to run down to the level of the North Kent Railway about the Lewisham station. In the absence of instrumental examination, this route appears to me practicable and easy.

18. Remarking that persons who travel to Woolwich, from whatever direction, have no interest in passing through Greenwich, it appears that every want of communication would be thus satisfied, and the steep descent through Greenwich would be avoided. The inconvenience

inconvenience remaining would be, that the line from Greenwich Railway to Woolwich &c., is 11 furlongs longer than it would be by the line through the park; and the line from the London, Chatham, and Dover Railway to Woolwich, &c., would be five furlongs longer than it would be by the line through the park.

19. The number of daily trains on the lines which I propose would not approach to the number on the Greenwich rails.

V.—*On the Effect of the Connections proposed under Head III. on Greenwich Park and on the Royal Observatory.*

20. It will be remarked, that in the event of constructing the railways proposed in Head III., the entire Thames coast traffic of two great railways, communicating practically not only with all parts of London, but also with all the northern, north-eastern, and north-western stations of London (by virtue of connection with the Metropolitan Railway) will be thrown upon the one line through Greenwich Park. (The loop-line, through Lewisham and Blackheath, after separation from the Tunbridge line and the Mid-Kent line, would be used only for suburban traffic, chiefly personal.) The question of sanctioning these railways now becomes a very serious one for those who are charged with the interests of the park and its neighbourhood. It may be anticipated that in the day time there will be numerous passenger trains, and in the night time there will be numerous goods trains and fish trains, perhaps also fruit trains.

21. As regards the park, considered as a place of recreation for the large population who frequent it, I believe that, if ordinary care is taken to secure a sufficient covering of the tunnel, no inconvenience would be felt.

22. As regards the Royal Hospital Schools and other public buildings on the north side of the park, inconvenience, I imagine, would be felt.

23. As regards the Royal Observatory, the experiments, &c., published in the Parliamentary Papers of preceding years enable me to state this: every train passing through the tunnel would be felt at the Observatory, and would to a certain degree interfere with the astronomical proceedings of the Observatory. The inconvenience, generally speaking, would not be great; and if there were no possibility of avoiding it, I should endeavour to meet it by appropriate mechanical contrivances, and should not despair of success. But these remarks apply only to the instruments on the ground-floor; there is one important instrument, the large equatorial, which from necessity is in a lofty building, and which, I am inclined to believe, though experiments are wanting, would probably feel the tremor much more than the lower instruments if this should be so affected. I see no way of obviating that inconvenience by any mechanical contrivance.

24. The only prospect of alleviating the inconvenience would be in limitation of speed of the trains, with the power of enforcing this limitation by prompt legal action, as was suggested in former Parliamentary Papers.

25. It must always be borne in mind that no compensation could be made in money for permanent injury to the Greenwich Observatory. The reputation of the Greenwich Observatory as the leader in some parts of its science, and as the sole promoter of one of the most important branches, is notorious to the scientific world; and no injury, even in suspicion, must be permitted to affect the quality of its observations, from any external and irremoveable cause. The name of Greenwich as the origin of terrestrial measure of position is known all over the world, and whatever may happen, the national observatory must be on the meridian of Greenwich; and in vain will another site be sought possessing the advantages of enclosure in a royal park, of proximity to London, and of proximity to the Thames (often found convenient in chronometrical communications).

26. In balancing the claims of public convenience and scientific accuracy, I was formerly less averse to the introduction of the railway into the park. But the prospect of largely increased traffic, and the erection of the South-east Equatorial on the one hand, and the establishment of the Lewisham and Blackheath Line (offering so good an alternative of route for the traffic) on the other hand, have greatly altered my views, both on the danger, and on the absence of necessity for adopting the line through Greenwich Park.

Royal Observatory, Greenwich,
24 February 1865.

G. B. Airy.

27. The Lords Commissioners of the Admiralty are in possession of the opinion of the Board of Visitors of the Royal Observatory on this subject, as expressed in the Minute of Proceedings of that Board at their meeting of 1863, May 12.

G. B. A.

— No. 23. —

The Secretary of the Admiralty to the President of the Royal Society.

Sir, Admiralty, 14 March 1865.

Referring to my letter of the 25th ultimo, respecting the proposed line of railway through Greenwich Park, I am commanded by the Lords Commissioners of the Admiralty to transmit to you the accompanying extracts from a report of the Astronomer Royal on this subject, and I am to request that the Board of Visitors of the Royal Observatory will report their opinion on that part of Professor Airy's memorandum which relates to the effect of the proposed line of railway on the Royal Observatory.

I am, &c.

General Sabine, F.R.S., (signed) *W. G. Romaine.*
Burlington House.

— No. 24. —

The Secretary of the Admiralty to the Astronomer Royal.

Sir, Admiralty, 25 February 1865.

Having laid before my Lords Commissioners of the Admiralty your letter of the 24th instant, enclosing a memorandum on the existing and proposed railways in the neighbourhood of Greenwich in reference to their influence on the interests of Greenwich Park and the Royal Observatory, I am requested by their Lordships to acquaint you that the reports formerly made in reference to similar schemes prove the serious injury which will be done to the Royal Observatory by Railways under the park of Greenwich, and that my Lords feel it will be the duty of this department to oppose such schemes.

I am, &c.

Professor Airy, F.R.S., (signed) *W. G. Romaine.*
Royal Observatory, Greenwich.

— No. 25. —

The Secretary of the Admiralty to the Office of Works.

Sir, Admiralty, 28 February 1865.

The attention of my Lords Commissioners of the Admiralty having been called to a Bill introduced by the South Eastern Railway Company for the formation of a railway through Greenwich Park, I am commanded by my Lords to request that you will call your attention to the very injurious effects which such a railway would have upon the operations of the Royal Observatory, and request you will exercise the powers of your office to prevent, if practicable, the execution of the design.

I am, &c.

The Right Hon. W. F. Cowper, (signed) *W. G. Romaine.*
Office of Works.

— No. 26. —

The Secretary of the Admiralty to the Secretary, Board of Trade.

Sir, Admiralty, 28 February 1865.

The attention of my Lords Commissioners of the Admiralty having been called to a Bill introduced by the South Eastern Railway Company for the formation of a Railway through Greenwich Park, I am commanded by my Lords to request that you will call the attention of the Committee of Privy Council for Trade to the very injurious effects which such a Railway would have upon the operations of

of the Royal Observatory, and request their Lordships to communicate to the Committee of the House of Commons on the Bill the objections entertained on the part of the Board of Admiralty to the scheme in question.

I am, &c.
(signed) *W. G. Romaine.*

James Booth, Esq.,
Board of Trade.

— No. 27. —

The Secretary of the Admiralty to the Office of Works.

Sir, Admiralty, 4 March 1865.

Referring to my letter of the 28th ult., respecting a proposed line of Railway through the Park of Greenwich, I am commanded by my Lords Commissioners of the Admiralty to transmit for your information copy of a Report from the Astronomer Royal on the subject.

I am, &c.
(signed) *W. G. Romaine.*

The Right Hon. W. F. Cowper, M.P.,
Office of Works.

— No. 28. —

The Secretary, Board of Trade, to the Secretary of the Admiralty.

Office of Committee of Privy Council for Trade,
Sir, Whitehall, 8 March 1865.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 28th ultimo, in which, by the direction of the Lords Commissioners of the Admiralty, you request that the attention of this Board may be called to the very injurious effects which the formation of a Railway such as that proposed in the South Eastern Railway Bill of this Session would have upon the operations of the Royal Observatory, and that this Board will communicate to the Committee of the House of Commons on the Bill the objections entertained on the part of the Board of Admiralty to the scheme in question.

In reply, I am to request that the Lords Commissioners of the Admiralty may be informed that the Report of the Board of Trade on the Bill referred to had been laid before both Houses of Parliament before your letter was received, having been sent forward, together with Reports from this Board and all the other Railway Bills of this Session affecting the Metropolitan district, as soon as Parliament assembled, with a view to assist, if necessary, in the early consideration of the question how the two Houses would deal with those Bills in the present Session.

It has not appeared to my Lords to be necessary that they should proceed to make a Supplemental Report with respect to this Bill, for the purpose of informing the Select Committee that objections to it are entertained by the Lords Commissioners of the Admiralty on the ground of injurious effects to the operations of the Royal Observatory being apprehended by that department, inasmuch as it would, my Lords conceive, be in the power of the Admiralty to bring before Parliament any Reports to that effect which may have been made by their own officers.

I have, &c.
(signed) *James Booth.*

The Secretary to the Admiralty.

— No. 29. —

The Secretary of the Admiralty to the Astronomer Royal.

Sir, Admiralty, 9 March 1865.

I AM commanded by the Lords Commissioners of the Admiralty to acquaint you, in reply to your letter of the 8th instant, that my Lords will name Tuesday the 14th instant, at 11 o'clock, for the meeting to discuss the question of the proposed line of Railway through the park of Greenwich.

I am, &c.

Professor Airy, F.R.S., (signed) *W. G. Romaine.*
Royal Observatory.

— No. 30. —

The Secretary of the Admiralty to the Solicitor of the Admiralty.

Solicitor, Admiralty, 9 March 1865.

THEIR Lordships have named Tuesday, 14th instant, at 11 o'clock, for the meeting to discuss the question of the line of Railway through the park of Greenwich. Their Lordships desire that you will attend, bringing the papers requested by the Astronomer Royal, whose letter is enclosed, and you are to write to the representatives of the London, Chatham, and Dover and the South Eastern Railway Companies, requesting their attendance.

By command of their Lordships,
(signed) *W. G. Romaine.*

— No. 31. —

The Secretary of the Admiralty to General *Sabine.*

Sir, 21 March 1865.

REFERRING to my previous communications respecting the proposed line of Railway through Greenwich Park, I am commanded by the Lords Commissioners of the Admiralty to transmit to you, for the consideration of the Board of Visitors of the Royal Observatory, the accompanying statements from the South Eastern and the London, Chatham, and Dover Companies bearing upon the question.

I am, &c.

General Sabine, R.E., F.R.S., (signed) *W. G. Romaine.*
Burlington House.

Enclosure in No. 31.

SOUTH EASTERN RAILWAY.

BILL FOR LINE FROM GREENWICH TO WOOLWICH.

STATEMENT as to Line from termination of London, Chatham, and Dover Line at Croom's Hill and South Eastern Company's Greenwich Line at Deptford, through Greenwich to East Greenwich and Woolwich.

PRIOR to 1860 the inhabitants of the towns of Deptford, Greenwich, East Greenwich, and Woolwich, who are mainly engaged in manufacture and trade, attempted, by influentially signed memorials, but in vain, to induce the South Eastern Company to complete the connection between Deptford, Greenwich, and Woolwich, by an extension of their Greenwich line through the park. In 1860 an independent line was promoted, and, for a time, encouraged by the South Eastern Board, but on their threatening an opposition it was afterwards withdrawn. In the same Session some parties in the locality obtained an Act for docks at East Greenwich, in expectation of the proposed line. The powers for constructing these docks are still in existence, and the South Eastern Company are under engagement to construct a branch line to them from the line now in question.

The appreciate the importance of the proposed railway, attention must be called to the accompanying map, and particularly to the system of the London, Chatham, and Dover Company, extending from Croom's-hill, by Peckham and the Elephant and Castle, to Farringdon-street, and thence to Finsbury, and also by Brixton and Clapham, to Victoria, affording

affording the following important communications with other lines, none of which are effected by the South Eastern Railway.

At Battersea with the whole—
South Western system.
West London Extension, and thereby with—
Kensington and the
Great Western and
North Western systems.

At Farringdon-street with—
The Metropolitan,
The Great Western,
The Great Northern,
The Midland.

By the junction with the Metropolitan Railway, every station on that line and the recently authorised Metropolitan District Railway (Inner Circle) will at once be brought into connection with the Company's station at Croom's-hill, distant only three miles, in a direct line from Woolwich.

This gap of three miles it is now proposed to fill up by a line beneath the park to Woolwich Arsenal and Dockyard, with stations at Maize Hill, East Greenwich, and Charlton, for the complete accommodation of that important district. There is no practicable means of effecting this object, except by a line passing under the park, or a viaduct in front of the hospital.

The completion of a direct line from Cannon-street and Charing Cross to Woolwich by the proposed Extension of the Greenwich Railway, can likewise only be effected by passing under the park, as will be seen from the map. The route to Woolwich from these places will thus be reduced from ten to eight miles.

It is submitted that the passage of a line beneath the surface of the park, at its lower end, ought not to be permitted to operate as a bar to the completion of so vast a system, including the most direct access to Woolwich from Charing Cross and Cannon-street, and the connection of important Government and private establishments and factories with the Metropolis, at many points and with every part of Great Britain.

The Park has been very carefully preserved in the interest of the inhabitants of the locality, by whom it is greatly prized; but they are the persons who are strongly in favour of the proposed line, because they know that whilst the railway will afford them inestimable advantages, it will at the same time leave the park as available for all purposes of health and recreation as it is at present.

The opinion entertained on the subject by the inhabitants has been again expressed at a public meeting recently held at Greenwich, where the Resolutions appearing in the Appendix were unanimously adopted.

A statement showing the increase in the population of the three towns of Deptford, Greenwich, and Woolwich, and also a list of the numerous Government and private factories and establishments, whose interests are involved in the proposed line, are subjoined. The workmen and artizans in the Government Establishments at Deptford, Woolwich, and Plumstead, amount to 20,000, exclusive of the Army and Navy; and in the private establishments and factories upwards of 10,000 are employed.

The Isle of Dogs, and Cubitt's Town, on the banks of the Thames opposite to Deptford and Greenwich, are crowded with engineering and ship-building establishments and manufactories of every description. Some thousands of skilled artizans are employed there, at least two-thirds of whom cross by the ferry-boats night and morning (house accommodation being limited), to their homes at Deptford and Greenwich.

It will be seen that the land in the bend of the River at East Greenwich, on which the docks are to be constructed, is rapidly becoming, like the Isle of Dogs on the opposite shore, studded with factories and other establishments; and on this land, in two or three years, 20,000 or 30,000 workmen will be employed.

Deptford has for several years past had the advantage of upwards of 150 trains per day, by the Brighton and South Eastern systems, and the extension of building and manufactories at that place is unprecedented. It will be seen that the population has accordingly increased more rapidly there, and at Woolwich and Charlton, where there is also Railway communication, than at Greenwich.

The Government factories at Woolwich are supplied with mechanics and artizans from Greenwich, distant three miles by road, and many of them are compelled to go daily to and from their work on foot.

The passage between Greenwich and Woolwich by water occupies 45 minutes with the tide, and one hour against the tide, and costs 4*d.*, whereas by railway, this distance could be accomplished in about eight minutes, at a cost of 1*d.* or 2*d.* During foggy weather the boats do not run.

A glance at the map will show that no existing line can afford access between Deptford, Greenwich, and Woolwich, or any railway accommodation to East Greenwich; and it is a fact that, in order to get from East Greenwich to Woolwich, some persons actually take the railway from Greenwich to London, and thence return by the North Kent Line to Woolwich, a journey of 14 miles. The nearest station on the North Kent Line is nearly two miles from East Greenwich.

The want of communication between the Government Victualling and Dockyards at Deptford and the Dockyard and Arsenal at Woolwich is evidenced by the fact that at present

present despatches are necessarily conveyed from the yards at Deptford by messengers on foot to New Cross Station, for transmission to Woolwich by the North Kent Line.

Several of the Metropolitan Volunteer Corps practise shooting at the Plumstead Rifle Butts, to which the proposed line would form the most direct access from all parts of the metropolis, an advantage of great importance to those whose professional and other engagements limit the time which they can bestow on rifle practice.

The object of the care bestowed on the Park is to secure to as large a number of persons, particularly of the humbler classes, the advantage of the open space, air, and attractive views. The thousands who now frequent the Park would be augmented by large numbers from the crowded populations of Deptford and Woolwich, if they had the means of transit which the proposed line will afford.

Woolwich Common is not available at all times, being necessarily subject to military restrictions, which have rendered it much less frequented as a place of recreation than heretofore.

Between Greenwich and Woolwich at Westcombe, adjoining the Park, there is a beautiful residential district now being rapidly covered with villa residences. It is remote from the North Kent Line, but will be well accommodated by the proposed line.

The establishment of workmen's trains, as already initiated by the London, Chatham, and Dover Railway Company, would be a great boon to the mechanics and labouring classes resident in the three towns.

The line will afford direct access from the heart of Greenwich at Croom's Hill, and East Greenwich at Maize Hill, and from Woolwich to the Crystal Palace and South Kensington, as well as to every railway communicating with London and every station on the entire Inner Circle now authorised, and partly constructed from Paddington, *viâ* Finsbury, to the Tower and River, and thence, *viâ* Blackfriars and the Thames Embankment, to Pimlico, Kensington, and by Brompton to Paddington again. It will also connect Deptford and Greenwich by the most direct route with Chatham, Brompton, Sheerness, Dover, and Deal.

APPENDIX.

THE following CENSUS RETURNS of the several Places which the Proposed Line will bring into connection, show the growing importance of those localities.

POPULATION:

	1841.	1851.	1861.	Increase in 20 years.	Increase per cent.
Deptford - - - - -	25,617	31,799	45,973	20,356	80·6
Greenwich, West and East - -	29,595	35,028	40,002	10,507	35·1
Charlton - - - - -	2,655	4,818	8,472	5,717	215·3
Woolwich - - - - -	25,785	32,367	41,698	15,913	60·1
Plumstead - - - - -	2,816	8,372	24,502	21,686	770·0
TOTAL - - -	86,468	112,385	160,647	74,179	85·7

THE following GOVERNMENT ESTABLISHMENTS will be brought into connection with each other, and with all the Railway systems by the Proposed Line:—

Deptford - - - - - -	Royal Victoria Victualling Yard.
„ - - - - - -	Royal Dockyard.
Greenwich - - - - - -	Royal Hospital.
„ - - - - - -	Royal Naval Asylum and Schools.
„ - - - - - -	Royal Observatory.
Woolwich - - - - - -	Royal Dockyard and Steam Factory.
„ - - - - - -	Royal Artillery and Cadet Barracks.
„ - - - - - -	Royal Engineers' Barracks.
„ - - - - - -	Royal Marine Barracks.
„ - - - - - -	Military Train and Army Works Corps, and Clothing Department.
„ - - - - - -	The Dockyard and R Division of the Metropolitan Police Force, now on duty at these Civil Establishments and Works
Plumstead - - - - - -	Royal Arsenal, Carriage Department, Gun Factory, and Laboratory.
Chatham - - - - - -	Royal Arsenal.
„ - - - - -	Royal Dockyard.
Brompton - - - - - -	Military Depôt.
Sheerness - - - - - -	Royal Dockyard.
Dover - - - - - -	Military Depôt and Arsenal.

THE following MANUFACTURING and ENGINEERING WORKS will also be directly benefited by the proposed Line.

DEPTFORD.

Messrs. John Penn & Son	Boiler manufactory, Upper Watergate.
Messrs. Humphreys & Co.	Marine engineers to the Royal Navy.
Messrs. Hood & Co.	Ironfounders.
Messrs. Lungley & Co.	Shipbuilders.
Patent Fuel Company.	
General Steam Navigation Company	Depôt for vessels and stores, and general repairs to ditto.
Messrs. Mitchell & Co.	Steam boiler-makers.
Messrs. Corrall & Co.	Coal depôt.
Messrs. Lawes & Co.	Patent manure works.
Messrs. Winn & Co.	Soapery.
Messrs. Hills & Co.	Chemical works.
Messrs. Parker & Co.	Seed-crushing mills.
Messrs. Kingsford & Co.	Steam flour mills and steam biscuit bakery, for supplying the Army and Navy.
Messrs. Smith, Sheppard & Adams	Coal depôt.
Messrs. Thompson & Co.	Wholesale grocers.
Surrey Consumers' Gas Company.	
Messrs. G. England & Co	Locomotive engine works.
Messrs. Gardiner, M'Intosh & Co.	Engineers.
Brighton Railway Company	Engine-houses and depôt for empty carriages.
Messrs. Torr & Co.	Tar and chemical works.
Messrs Bunnett & Co. (Limited)	Revolving shutters and brass shop-fronts.
Messrs. Stone & Co.	Brassfounders and general engineers to the Admiralty.
South Eastern Railway Station	Depôt for engines and coke.
Kent Water Works.	
Messrs. Norfolk & Co	Brewery.
Mr. Holland	Distillery.
Mr. Mackney	Steam saw-mills.
Messrs. Hills & Son	Soapery and tallow melters.
Messrs. Parry Brothers	Ditto ditto.
Messrs. Taylor & Harry	Kamptulicon works.
Messrs. Tressel, Charles & Co.	Ditto.
Messrs. Crossley & Co.	Curriers and leathersellers.

GREENWICH, WEST.

Messrs. John Penn & Son	Marine engineers to the Royal Navy.
Messrs. Rennie & Co.	Engineers and iron-ship builders.
Phœnix Gas Works.	
Messrs. Walton & Co.	Coal wharf.
Messrs. Dowell & Co.	Ditto.
Messrs. Smith, Sheppard & Adams	Ditto.
Mr. W. Palmer	Contractor and wharfinger.
Messrs. Smith & Co.	Wharfingers, stone, slate, and coal merchants.
Late Maughan & Co.	Iron works.
Metropolitan Board of Works	Pumping station.
Messrs. Langton & Co.	Mahogany and timber merchants, and wharfingers.
Messrs. Mumford & Co.	Steam flour mills.
Messrs. Gough & Co.	Kamptulicon works.
Messrs. Cobbett & Co.	Floor cloth, carpet, and furniture.
Messrs. Lovibond & Sons	Brewers.

GREENWICH, EAST.

Messsrs. Glass, Elliott & Co.	Atlantic telegraph cable works.
Messrs. Maudslay & Co.	Engineers.
Messrs. Wilkie, Soames & Soames	Soapery.
Mr. Blakely	Ordnance gun factory.
Bessemer Steel Works.	

Angerstein Wharf, and Railway for conveying Goods and Coals into Kent and Surrey.
East Greenwich Docks (Act obtained).
Bethell Timber Preserving and Chemical Works.

Resolutions passed unanimously at a Public Meeting, convened by the Local Railway Committee, and held at Greenwich Lecture Hall, on 23d February 1865, at which Meeting nearly 1,000 of the Principal Inhabitants were present.

Captain Routh (Chairman of the District Board of Works) in the Chair.

Resolved unanimously, "That the necessity for a direct line of railway through Greenwich to Charlton becomes daily more apparent, and that this meeting pledges itself to give every support and assistance to the 'South Eastern Railway Company' in carrying their Bill through the present Session of Parliament."

Resolved unanimously, "That a deputation from this meeting wait on the Honourable William Cowper, M.P., the First Commissioner of Works and Public Buildings, and bring under his notice the necessity of the line of railway passing through the lower part of Greenwich Park, and soliciting the sanction of the Government to the Bill now in Parliament."

Resolved unanimously, "That the Members for the county of Kent, and the Members for the boroughs of Greenwich, Rochester, Chatham, Maidstone, Canterbury, Sandwich, Deal, and Dover, be solicited to support the Bill now in Parliament."

Resolved unanimously, "That the local committee, established in May 1858, for promoting railway communication between Greenwich and Woolwich, be hereby authorised to watch the progress of the Bill through Parliament, and to act as circumstances may require in support of the measure, and in opposition to any plan which would shut out the hospital, and cut off the communication between the town and the river."

— No 32. —

Memorial of Inhabitants of Woolwich.

To the Right Honourable the Lords Commissioners of the Admiralty.

The Memorial of the Undersigned Inhabitants of the Town and Parish of Woolwich, in the County of Kent,—

Sheweth,

That your Memorialists are anxious to express to your Right Honourable Board the deep interest which they feel in the success of a direct line of railway, in continuation of the London, Chatham, and Dover Railway, from Croom's Hill, under Greenwich Park, to Woolwich, thereby connecting Deptford, Greenwich, East Greenwich, and Woolwich.

That it has been an object urgently desired by the inhabitants of Woolwich for many years past, and the increasing population and importance of the neighbourhood and town render the communication now a matter of necessity.

That your Memorialists believe that the only mode of effecting the object is by means of a railway beneath the Park.

Your Memorialists beg to call attention to the fact that a large proportion of the population of Woolwich are engaged in business in connection with London and with Deptford, Greenwich, and East Greenwich, and that it is of the utmost importance to them that the most direct and perfect communication should be pen to them.

That your Memorialists have heard with regret that doubts have been suggested as to the propriety of allowing a line to be constructed beneath the Park.

That your Memorialists believed that these doubts had long since been removed, and trust that your Honourable Board will not allow them to prevail without the fullest possible investigation of the subject in all its bearings, due regard being had to the peculiar and urgent public necessity for the line, and to the fact that the desired railway connection cannot be attained in any other practicable means than that now proposed.

Your Memorialists therefore humbly pray that your Right Honourable Board will be pleased to give support to the proposed line, which will be one of great public utility, and will confer great benefit on your Memorialists.

And your Memorialists will ever pray, &c.

(Signed by 119 Inhabitants.)

— No. 33. —

MEMORIAL of Inhabitants of Greenwich and East Greenwich, to the Right Honourable the Lords Commissioners of the Admiralty.

The Memorial of the undersigned Inhabitants of Greenwich and East Greenwich, in the County of Kent,—

Sheweth,

THAT your Memorialists are anxious to express to your Right Honourable Board, the deep interest which they feel in the success of a direct line of railway, in continuation of the London, Chatham, and Dover Railway, from Croom's Hill, under Greenwich Park, to Woolwich.

That it has been an object strongly desired by the inhabitants of Greenwich and East Greenwich for many years past, and the increasing population and importance of the neighbourhood, and also of Woolwich, render the communication now a matter of necessity.

That your Memorialists believe that the only mode of effecting the object is by means of a railway beneath the Park.

Your Memorialists beg to state that a large proportion of the population of Greenwich and East Greenwich, are engaged in business in connection with London, and also with Woolwich and Deptford, and that it is of the utmost importance to them that the most direct and perfect communication should be open to them.

That your Memorialists have heard with regret that doubts have been suggested as to the propriety of allowing a line to be constructed beneath the Park.

That your Memorialists believed that these doubts had long since been removed, and trust that your Honourable Board will not allow them to prevail without the fullest possible investigation of the subject in all its bearings, due regard being had to the peculiar and urgent public necessity for the line, and to the fact that the desired railway connection cannot be attained in any other practicable means than that now proposed.

Your Memorialists therefore humbly pray that your Right Honourable Board will be pleased to give your support to the said work, which will be one of great public utility, and will confer great benefit on your Memorialists.

And your Memorialists will ever pray, &c.

(Signed by 111 Inhabitants.)

GREENWICH OBSERVATORY

COPY of all CORRESPONDENCE with the Admiralty relative to the Effect on GREENWICH OBSERVATORY of a Proposed Railway through GREENWICH PARK (in continuation of Parliamentary Paper, No. 375, of Session 1846).

(*Mr. Angerstein.*)

Ordered, by The House of Commons, *to be Printed,*
5 *May* 1865.

[*Price* 1 *s.* 4 *d.*]

259.

Under 4 *oz.*

MONT CENIS RAILWAY.

RETURN to an Order of the Honourable The House of Commons, dated 20 June 1865;—*for*,

COPY "of REPORT of Captain *Tyler*, R.E., to the Board of Trade, on the RAILWAY proposed by Messrs. *Brassey & Co.*, for Crossing the MONT CENIS, and for Improving the Communication with *Italy*, *Egypt*, and the East."

Sir, No. 1, Whitehall, 12 June, 1865.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your Minute of the 4th February last, I have visited the Mont Cenis, and have witnessed the trials referred to in Mr. Fell's letter of the 18th January last, to Sir Charles Wood, upon the Experimental Railway which has been constructed on the French side of that mountain; and I now beg to report the result of those experiments as far as they have gone, and my opinion thereon.

There is at present a break of 47·6 English miles, from St. Michel to Susa, in the railway communication between France and Italy by the Mont Cenis route, and the contract time allowed for travelling by diligence between those two places is 9 hours in summer and 10½ in winter. The passage of the mountain, which may be said to commence on the French side at Lanslebourg, is by an excellent road, 9 to 10 mètres (say 30 to 32 feet) in width, and on an average gradient of 1 in 13; but the traffic is much impeded during the winter season by snow; and considerable risk is incurred in some states of the weather from the fall of avalanches, and from the difficulty of guiding the heavy diligences over snow and ice in the descent. During portions of the winter, indeed, the service is performed by sledges, and the time occupied by the journey is uncertain, depending upon the state of the weather.

To save time, and to obviate the inconveniences of this passage, the Grand Tunnel of the Alps is, as their Lordships are aware, in course of construction between Modane and Bardonnèche for a length of 12,220 mètres (7·593 miles). I took the opportunity of visiting this tunnel, and I found that headings had been driven for 2,011 mètres from Modane, and 2,700 mètres from Bardonnèche, leaving 7,509 mètres (about 4⅔ English miles) to be pierced. The boring machines in this tunnel, ingeniously contrived by Messrs. Sommeiller, Grandis, and Grattoni, are worked by air, which is compressed to five atmospheres by water-wheels in the valley below, and about a mile and a-half distant from them; and the headings are formed by successive explosions of gunpowder, in the usual way, as soon as the holes, about 3 feet deep, have been formed (and tamped) in the rock.

To give an idea of the nature of the work, I may state that 400*-horse power was being exerted by five of these water-wheels at Modane, when I was on the spot, to provide 27-horse power, working nine jumpers at the face of the excavation, and to afford indifferent ventilation (except at the spot where the boring machine

* As I was informed on the spot, though the amount appears to be large.

machine was at work) to the interior, while 8,000 *l.* or more had been recently expended in constructing cylindrical boiler-shaped reservoirs for compressed air, to contain a supply sufficient for about half-a-day's working in the tunnel. These reservoirs are to be filled during the intervals when the boring machines are not at work.

Looking to the rate of progress which has hitherto been effected, and the probable nature of the rocks, it cannot be expected, without taking into account any extra difficulties of ventilation, or from water, which may be encountered, that this tunnel can be completed in less than from seven to eight years. There are other works also on the permanent railway, as at present projected, including other tunnels, which will occupy many years in construction.

Under these circumstances, Mr. J. B. Fell has proposed to the French and Italian Governments, on behalf of Messrs. Brassey & Co., to construct a Railway from St. Michel over the Mont Cenis to Susa, to be used pending the completion of the grand tunnel, and the permanent railway to be connected with it.

Mr. Fell has asked for no pecuniary aid from either of those Governments, as the Association with which he is connected are confident of being able to make a profit out of the work, besides reimbursing themselves for their outlay of capital and interest, by the time that the tunnel is completed,—with the following rates and fares, which have been provisionally santioned for the whole period of the concession, viz. :—

	fr.
Per passenger, Coupé - - - - -	27
„ 1st Class - - - - -	25
„ 2d „ - - - - -	22
„ 3d „ - - - - -	18

Merchandise per Ton—	*fr.*
Grande Vitesse - - - - - -	77
Petite Vitesse - - - - - - -	40
In Special Cases - - - - - -	20–30

But the gradients contemplated were such as could not be surmounted by any locomotive engine working with a load on the ordinary system of trusting to its weight for adhesion between its wheels and the rails; and it was considered that the best method of obtaining extra adhesion would be by the revival of a system, long since patented, but never carried out, of adding a third rail between the ordinary bearing rails, to be acted upon by horizontal driving wheels on the engine.

A locomotive engine was accordingly constructed from one of a number of designs which have been patented and described by Mr. Fell, with two pairs of horizontal, as well as two pairs of vertical driving wheels; and an experimental line 800 yards long was laid down in Derbyshire, on the Cromford and High Peak Railway, with the permission and assistance of the London and North Western Railway Company.

The gauge was 3′ 7″ $\frac{5}{8}$, and there was 180 yards of straight line on a gradient of 1 in 13·5, and 150 yards of curves, with radii of 2½ and 3½ chains, on a gradient of 1 in 12. The third rail upon this line, to be clipped between the horizontal driving wheels of the engine, was laid on its side 7½ inches above the other rails. In the course of a series of experiments carried on from September 1863 to February 1864, the first engine that was constructed, working up to a pressure of 120 lbs. to the square inch, never failed, as I am informed, to take a load of 24 tons up the above inclines and round the above curves; and its maximum load was 30 tons. The outer cylinders, working on the four vertical wheels, which carried 16 tons when the engine was fully loaded, could only draw up, besides the weight of the engine, a loaded waggon weighing 7 tons; while the inside cylinders, acting upon the horizontal wheels, which pressed with 12 tons against the middle rail, enabled the engine to take up 24 tons on the same day, and under the same conditions. The inside cylinders alone were able to carry up the engine itself round the curves, and they exhibited the power of taking up altogether 17 tons, as against 23 tons for the outside

outside cylinders, which were nearly in proportion to the pressure and weight upon the horizontal and vertical wheels respectively.

As I shall have occasion to describe this engine in detail hereafter, with its further performances, I will only add here that the experiments on the High Peak Railway were so successful, that it was determined, with the permission of, and for the satisfaction of, the French Government, to repeat them on a larger scale on the slopes of the Mont Cenis; the Italian Government having undertaken to grant a concession to the promoters for the south side of the mountain conditionally on a concession being obtained from the French Government for the other side, and the French Government, having promised their concession, after some correspondence and delay, on the condition of the practicability of the scheme being demonstrated.

The experimental line which has now been constructed on the Mont Cenis, is situated between Lanslebourg and the summit, commencing at an elevation of 1622. and terminating at an elevation of 1773 mètres (or 5,815 English feet) above the sea. It is nearly 2 kilomètres, or a mile and a-quarter in length, and rises for the whole of that distance with a mean gradient of 1 in 13, the maximum gradient being 1 in 12. It passes round a sharp corner, joining two of the zigzags of ascent, on a curve of 40 mètres, or about 2 chains' radius, and except at this point it is laid on the outside of the road, occupying a width of 3½ to 4 mètres, and leaving 5 mètres and upwards clear for the road traffic.

The portion of the road which remains appears to be quite sufficient for the circulation of the existing traffic. The diligences and other conveyances traverse the mountain with no more difficulty than before, and with the additional protection of the railway fence between the road and the precipice. Less inconvenience has been experienced than was anticipated from working the locomotive engines so near to the public road; and, as the same horses and mules are, for the most part, employed upon the mountain, they will become more and more accustomed to the noise of the engines and trains During three months of working no accident appears to have occurred. The traffic on the road will, of course, be comparatively inconsiderable after the opening of the railway, and there can be no doubt that the portion of road remaining for it will then be amply sufficient for all purposes.

This experimental line has been purposely constructed on the most difficult portion of the road on which it is proposed to leave the railway without covering, and it was well tested as to the difficulties arising from snow during very severe weather in the early part of the present year. The result could hardly have been expected. Better adhesion was obtained on the rails in the winter than can be looked for in the summer season. The snow, when removed from the rails in hard weather, left them dry and in good condition, while the peculiar dust of the roads, especially when mixed with water, renders them comparatively greasy or slippery.

This line is laid on a gauge of 1·10 mètre or (3′ 7″ $\frac{5}{8}$), with rails borrowed from the Victor Emanuel Railway Company, of the I section, weighing about 75 lbs. to the lineal yard. The bearing rails are fished at the joints, and are supported in cast iron chairs, which are spiked in the ordinary way to transverse wooden sleepers, 3 feet apart. The only peculiarity (beside the steep gradients and sharp curves) consists in the addition of a middle rail (of the same section) which is laid on its side between the other two, and at an elevation (to its centre) of 7½ inches above them. This rail is supported partly on cast and partly on wrought iron chairs, weighing 20 lbs. each at the joints, and 16 lbs. each in the intermediate spaces.

These chairs are now 6 feet apart on the straight line, and from 2 to 3 feet apart on the curves, and the joints of the middle rails are not yet fished. But it is intended to add fish-plates immediately to the joints of these rails, and when the line is laid permanently to place the chairs 3 feet apart on the straight line, and 1′ 6″ apart on the curves, besides securing them to the longitudinal timbers on which they rest by means of through bolts. The longitudinal timbers are 8 inches deep by 12 inches wide, and they are spiked to the transverse sleepers. They will be more securely affixed to them in the permanent road.

The above rails are unfavourable for use as intermediate rails, because the horizontal driving wheels of the engines only bite upon projecting parts of the squared edges of their section; and they are not of the best quality for affording adhesion; but it was an advantage to be able to procure them in the

country, and it may be considered that the rails which will be specially supplied for the permanent line will, at all events, not be less efficacious.

The whole line from St. Michel to Susa will be on average gradients (supposing the culminating point in the middle) of 1 in 25·6. The steepest gradient will be 1 in 12, and a middle rail will be added to the permanent way for all gradients steeper than 1 in 25.

Out of 1,960 mètres on the experimental line, there are 850 mètres of curves, in 450 of which the radius of curvature varies from 84 to 40 mètres, while in the remaining 400, the radius measures 100 or more mètres. The proportion of curves on the whole line between St. Michel and Susa will be much less; and Mr. Fell proposes, by a happy idea, to modify the gradients on the sharper curves, and to make the gradients on the straight portions of the line contiguous to them more abrupt, though not steeper than 1 in 12. The extra resistance that would otherwise be afforded, in consequence of the friction of the engine and vehicles in passing round the worst curves, will thus be partly avoided, and the tractional resistances over the different parts of the line will be more nearly balanced, because the sharpest curves and the steepest gradients will not occur anywhere at the same point.

There will be 10 level crossings of the road, and 6 of them on gradients steeper than 1 in 25. The middle rail will be left out at the point of crossing in some of these cases, and will probably be passed by ramps (for animals and vehicles using the road) in others.

The covered ways on different parts of the mountain will extend, altogether, over from 12 to 15 kilomètres (7½ to 9⅓ English miles), but the latter amount has been provided for. They will be of three descriptions, comprising a wooden roof and sides for, say 5 kilomètres, to keep off light falling snow; a structure of wood, strengthened by iron, for 7 kilomètres, as a protection where the snow drifts in deep masses; and a strong masonry arch, for 3 kilomètres, in passing the various runs of the avalanches.

There are no exact records of the amount of snow that falls upon the Mont Cenis; but it appears that the cost of clearing it sufficiently to keep the road open for traffic is at present about 12,000 francs annually, as against 31,900 francs on the average for the St. Gothard. The cost of clearing it for the use of the railway, and the difficulties which it would occasion to railway traffic, would be small, compared with its present cost and the difficulties of the road traffic, for several reasons. In the first place, the railway would be under cover in those parts of the mountain where the snow would occasion the greatest risk and inconvenience. (2.) The railway would generally, when not under cover, be on the outer side of the road. (3.) The locomotive engines would be available for working the snow ploughs, when fresh falls of snow necessitated their use. The cost of clearing snow from the railway on the Semmering incline is given at 200 francs per kilomètre per annum.

I shall next proceed to describe the two locomotive engines now on the Mont Cenis. They have been designed with a special regard to three objects. (1.) To develope a maximum of power with a minimum of weight, so as to leave as great a surplus as possible for conveying traffic on steep gradients. (2.) To afford extra adhesion, independently of their weight, by means of horizontal wheels pressed by springs behind the axle boxes against an intermediate rail. (3.) To work at moderate speeds and round very sharp curves.

No. 1 engine weighs 14 tons 10 cwt. when loaded with coke and water. Its boiler is 7′ 9½″ long, and 2′ 9″ in diameter, and it contains 100 tubes of 1½″ external diameter. It has a heating surface of 420 square feet, and a grate area of 6′ 6″. It is provided with four cylinders, two outside cylinders 11¾″ in diameter, with a stroke of 18″, for working four coupled vertical wheels 2′ 3′ in diameter, with a wheel-base of 5′ 3″; and two inside cylinders 11″ in diameter, with a stroke of 10 inches, for working four horizontal coupled wheels, 1′ 4″ in diameter, with a wheel-base of 1′ 7″. It has now a pressure of 16 tons on the horizontal wheels, 4 tons more than was at first applied to them; and about the same weight as is carried from the weight of the engine by the vertical wheels. Guide wheels have also been added to the trailing end of the engine to act upon the middle rail.

This engine labours under serious disadvantages, inasmuch as its machinery is too much crowded together for convenience in re-adjustment or repair; its boiler power is not sufficient for working the fast traffic of the Mont Cenis; and the

the oil from its machinery falls upon the horizontal wheels, and deprives them, to some extent, of their power of adhesion. But it has, nevertheless, gone far to prove the principle which it was to test or establish; and it is, considering the novelty of the undertaking, a surprising success.

In the course of two days, I took six trips with this engine, up and down the experimental line, carrying each time a load of 16 tons, in three waggons, including the weight of the waggons, and it performed in the ascent 1,800 mètres in 8⅛ minutes, with a loss of 14 lbs. of steam, and of 5⅓ inches of water in the gauge glass, at steam pressures varying between 92 and 125 lbs. to the square inch in the boiler, as the average of all those experiments.

The speed attained was in every case greater than that which it is proposed to run with the same load with the express trains; and the average speed, as above given, was at the rate of 13⅓ kilomètres (or 8⅓ English miles) per hour, instead of 12 kilomètres (or 7½ English miles) per hour, which is the highest running speed allowed in the programme given to the French Government for this part of the line. The weather was fine and calm, and the bearing rails were in first-rade order; but the middle rail, as well as the horizontal wheels, were oily, and therefore in a condition very unfavourable for good adhesion.

The following calculation shows the average work which was performed by No. 1 engine in the course of these experiments.

Omitting, in the first instance, the extra resistance from sharp curves, and neglecting that from the atmosphere, we have the

Resistance from gravity - - - - -	=	$\frac{32 \times 2240}{13}$	= 5,514
Friction of Bearing Engine (outside cylinders)	=	16×20	= 320
„ of Pressure Engine (inside cylinders)	=	16×20	= 320
„ of Train - - - - - -	=	16×10	= 160
And the tractive force exerted - - - - - -			= 6,314 lbs.

1,800 mètres ÷ 8⅛ minutes = 5,906 feet ÷ 8⅛ min. = 727 ft. per minute.

And $\frac{6{,}314 \text{ lbs.} \times 727 \text{ feet per minute}}{33{,}000 \text{ foot pounds per minute}}$ - - = 139 H. P.

as against the same load at

12 kilomètres per hour - - - - - - - = 125 H. P.

Adding 10 % for extra resistance on sharp curves in each case.

139 + 10 % = 153 horse power at 1,800 mètres in 8⅛ minutes.

125 + 10 % = 137 - 5 horse power at 1,800 mètres in 9 „

15 - 5 Excess of horse power above what was required.

The consumption of fuel during these experiments is hardly worth recording, because it was impossible to distinguish between what was burnt while the engine was standing and that which directly contributed to the power exerted. But the engine having been under steam about 3 hours the first day, and 3½ hours on the second day, there was consumed altogether, as nearly as I could ascertain, 583 and 653 lbs. of mixed fuel on those days respectively. Of the above time, about 97 or 98 minutes were occupied in running 15 miles during the experiments up and down the line on both days.

I may add here that this engine has run upwards of 100 miles altogether in ballasting and conveying materials upon the experimental line, carrying loads of 16 to 20 tons, without accident or difficulty.

No. 2 engine, intended specially for working the traffic of the Mont Cenis, is partly of steel. Its nett weight is 13 tons, and its greatest weight, when fully loaded with fuel and water, 16 tons 17 cwt., giving a mean weight of 16 tons, which will be brought up, when certain parts have been strengthened as contemplated to a maximum weight of 17 tons 2 cwt., and a mean weight of 16 tons 4 cwt. The extra machinery for the horizontal wheels weighs however only 2 tons 13 cwt.

The boiler is 8′ 4½″ long, and 3′ 2″ in diameter, and contains 158 tubes of 1½″ external diameter. The fire-box and tubes contain altogether 600 super-

ficial feet of heating surface, and there are 10 feet of fire-grate area. There are only two cylinders, with a diameter of 15″ and stroke of 16″, which work both the 4 coupled horizontal, and the 4 coupled vertical wheels, which are all 27″ in diameter. The wheel base of the vertical wheels is 6′ 10″, and that of the horizontal wheels 2′ 4″. The maximum pressure in the boiler is 120 lbs., and the effective pressure on the piston is 75 lbs. to the square inch.

Besides possessing a greater amount of boiler power, this engine travels more steadily than No. 1 ; its machinery is more easily attended to ; and the pressure upon its horizontal wheels can be regulated by the engine-driver at pleasure from the foot-plate. This pressure is applied through an iron rod connected by means of right and left handed screws, with a beam on each side of the middle rail, and these beams act upon volute springs which press the horizontal wheels against that rail. The pressure employed during the experiments was 2½ tons on each horizontal wheel, or 10 tons altogether ; but the pressure actually provided for, and which may when necessary be employed, is 6 tons upon each, or 24 tons upon the 4 horizontal wheels.

The vertical wheels are worked indirectly by piston rods from the front, and the horizontal wheels directly by piston rods from the back of the cylinders. The motions connected with the horizontal wheels appeared to be working perfectly well ; but unfortunately some of the parts in front of the cylinder connected with the vertical wheels required strengthening, and it was not desirable, for fear of injury that would cause further delay, to test the engine much or heavily while I was upon the mountain, or until the new parts (which are under construction) had been received from England. I was able, however, to take it up 1,800 mètres on the experimental line with the same load as before, of 16 tons in 3 waggons, in 6¼ minutes, or at a speed of 17⅓ kilomètres per hour, as against 12 kilomètres per hour which it is proposed to run with the express trains. The steam pressure in the boiler fell from 112 to 102½ and 3 inches of water were lost in the gauge glass, the feed having been turned on during the latter period only of this experiment. No. 2 engine (whose frictional resistance is 120 lbs. less than No. 1 engine, when only 10 tons of pressure are employed on the horizontal wheels) exerted in this instance, omitting the extra resistance from curves, about 177 horse power ; or adding 10 per cent. for the resistance from curves, 195 horse power, or more than 12 horse power to each ton of its own weight, and nearly 60 horse power in excess of what was required to take the same load up the same gradients and curves at 12 kilomètres per hour, as proposed in the programme.

Allowing 4 feet of heating surface to each horse power, this engine ought to be capable of maintaining 150 horse power, or 45 horse power less than it exerted for a comparatively short distance in the above experiments ; but considerably more than it will be necessary to exert to carry out the programme. And indeed, a light train, carrying despatches and 50 passengers, and drawn by one engine, would perform the journey without difficulty in 4, instead of 4½ hours, from St. Michel to Susa.

I observed on the following day, that 40 lbs. of steam pressure in the boiler, or one-third of the maximum pressure employed, was sufficient to move the engine alone up a gradient of 1 in 12½ ; and the friction of carriages or waggons being proportionately much less than that of an engine, the same engine ought, *a fortiori*, to be able to move a gross load of three times its own weight, or 48 tons, at its greatest working pressure up the same gradient.

The only passenger carriage that has yet been constructed is 6′ 4″ wide, by 12 feet long, by 6 feet high inside. It has a passage down the middle, and 6 seats on each side, on which passengers sit facing one another. The wheels are 2′ 3″ in diameter, and it is intended that all carriage and waggon wheels shall run loose on one side of the axle. Every vehicle will be provided with a break of the ordinary description, and a large proportion also with breaks acting on the middle rail.

The road traffic between St. Michel and Susa appears from the returns of the Victor Emanuel Railway Company, to have produced the following revenue for the last four years :—

1861	1,404,771	francs.
1862	1,609,617	„
1863	1,715,424	„
1864	1,895,543	„

Showing

Showing an average increase of rather more than 10 per cent. per annum. Estimating the traffic to increase in the same ratio only, after the opening of the railway, the total revenue in seven years from 1867 to 1873 inclusive, would be upwards of 27,000,000 francs; and it is considered that such a revenue would leave at the end of that time a clear profit of several millions of francs, after deducting all charges, and after paying interest upon, and paying off, the total bond and share capital of 8,000,000 francs. The value of the railway and rolling stock would also be at the end of that time to the credit of the Company. But it cannot be doubted that the passenger traffic would increase in a much greater ratio after the opening of the railway, in consequence of the great saving of time, and the greater comfort and convenience in the passage of the mountain; or that there would be, not only an increase in the goods traffic, but also a prospect of developing a traffic of cheaper goods and minerals which do not as yet pass over the mountain. And the projectors have, further, a reasonable hope of carrying the Indian Mail, on the ground that they will be able, as I shall presently explain, to save 38 hours of time in its transmission between England and Egypt.

To provide for the carriage of 132 passengers and 88 tons of goods daily, they propose to run three trains each way, namely, one train carrying 40 passengers and their luggage, weighing, exclusive of the engine, 16 tons, and travelling at a mean speed of 18 kilomètres per hour, for the 77 kilomètres between St. Michel and Susa; a second train carrying 26 passengers and 20 tons of goods, and weighing 40 tons, at an average speed of 12 to 14 kilomètres per hour; and a third train carrying 24 tons of goods, and weighing 48 tons, at an average speed of 10 kilomètres per hour. The first of these trains they propose to take up the mountain by one engine, and the second and third by two engines each.

The relative distances by the Mont Cenis route from Paris to Turin and Genoa, and the route by Marseilles to those places, may be thus stated: In proceeding from Paris the two routes diverge from the common point of Macon, and the distances are,—

	By Marseilles, English Miles.	By Mont Cenis, English Miles.
Macon to Genoa - -	559	326
Macon to Turin - -	659	226

showing a saving in favour of the Mont Cenis route of 233 miles to Genoa and 433 to Turin.

The time that would be occupied in the journey between this country and Egypt, *viâ* Paris, may be estimated for the route by Marseilles and the route by Mont Cenis and Brindisi; the Italian railways having recently been opened for traffic to that port respectively, as follows:

For the Marseilles route:—

Paris to Marseilles 864 kilomètres, at 54 per hour -	16 hours
Marseilles to Alexandria 1,460 nautical miles, at 10 per hour, with six hours' delay at Malta - -	152 „
TOTAL - - -	168

For the Brindisi route, by Mont Cenis and Brindisi:—

Paris to Macon - -	441 kilomètres,	at 54 per hour,	8¼ hours.
Macon to St. Michel -	237 „	at 40 „	6 „
St. Michel to Susa -	77 „	at 18 „	4½ „
Susa to Brindisi	1,159 „	at 40 „	29 „
Brindisi to Alexandria	822 nautical miles,	at 10 „	82¼ „
TOTAL - -			130

showing a saving in favour of the Mont Cenis and Brindisi route of 38 hours.

This would be of importance in facilitating the communication between this country and India, and in the transmission of the Indian Mail, though it is to

be observed that there would necessarily be a change of vehicles at St. Michel and Susa.

The results of this experiment are of great importance to the future of railway construction in mountainous countries, as I shall endeavour to show by a few brief observations.

Whenever it becomes necessary to cross a chain of mountains by a line of railway, the question arises as to whether it will be more economical to pass over the summit, or to make a tunnel of greater or less length. The cost of construction, and of working the estimated traffic, being duly considered, it is necessary to determine what elevation should be reached, and what length, if any, of tunnel should be formed, according to the circumstances of each case, and the most important element in the calculation is the limit up to which steep gradients may be safely and economically worked.

Mr. Fell has shown practically that gradients of 1 in 12 to 1 in 15 may by a system of horizontal driving wheels acting upon a middle rail be substituted for 1 in 25 to 1 in 30, which have hitherto been practicable, and that sharper curves may also by this system be more safely worked. He has proved, in other words, that a railway may be constructed over a given summit of half the length that would otherwise have been necessary, and at less than two-thirds of the cost; because, although the permanent way would be more expensive, averaging, say, 3,000 *l.* instead of 1,800 *l.* to 2,000 *l.* a mile, yet, by the adoption of steeper gradients and sharper curves at critical points, cuttings or embankments may be reduced or avoided, and the works generally be more cheaply laid out. And the cost of working and maintenance would, considering the same elevation to be reached, be cheapened as well as the cost of construction. There would be half the length of line to maintain, and the speed of the trains would be reduced. Only half the speed would, indeed, be required to reach the summit in the same time, and the same (gross) loads might be taken up by the same expenditure of power at that speed so reduced to one-half, while the adhesion of the locomotive engines being doubled with the addition of no more than a sixth to their weight, an important saving would thus be effected in the dead weights of the trains. The cost of traction, which must in taking a given (gross) load to a given height be nearly the same, would not increase so much in consequence of the saving of dead weight thus effected; and other expenses would decrease to some extent in proportion to the wear and tear and resistances incidental to a higher, but avoided at a lower, velocity.

A summit line may may for these reasons be made with greater facility, in less time, and to greater advantage, than heretofore; and it will be interesting, taking the Mont Cenis as an example, to compare the cost of the tunnel line now in course of construction under that mountain with a permanent line which might be made over it. I do not make the comparison with a view to that particular case, because it may now be taken for granted that the permanent tunnel line will be completed within a certain number of years, and because the summit line projected by Messrs. Brassey & Co., is only put forward as a temporary line, to be used pending the opening of the permanent line from St. Michel to Susa; but as being important with reference to other mountain passes in the Alps and elsewhere.

The temporary line is estimated (by Mr. Brunlees, C. E.) to cost 8,000,000 francs, or 320,000 *l.*, or about 6,720 *l.* per mile; whereas the tunnel line will probably cost, including interest at 6 % during construction, 135,000,000 of francs, or 5,400,000 *l.*, or 128,500 *l.* per mile, the latter being 68 kilomètres (42 miles) in length with a maximum gradient of 1 in 28, and a gradient through half of the grand tunnel of 1 in 45½, and an average gradient for the whole of 1 in 46; and the former being 77 kilomètres (about 48 miles) in length with a maximum gradient of 1 in 12, and an extra elevation of 2,520 feet; and the time occupied between St. Michel and Susa, would, including stoppages, be about three hours by the tunnel and 4½ hours by the summit.

The cost of a permanent and independent summit line, with a wider gauge and better curves, may be taken at 20,000 *l.* a mile, or nearly three times as much as the above temporary line; and the extra cost of working over a super-elevation of 2,520 feet, based upon a traffic 10 times as great as that which is carried at present over the Mont Cenis, and upon the average cost of traction (0·25 of a franc or 2½ *d.* per horse power per hour) upon the Semmering and Giovi Inclines, capitalized at 6 %, at 13,000 *l.* per mile. These two sums added together

together amount to 33,000 *l.* per mile, or rather more than one-fourth of 128,500 *l.* per mile, set down above for the tunnel line.

This estimate would, of course, be materially modified by local circumstances, but it is as good an illustration as can be given at present of the advantage that may be derived, in cases in which stationary engines and inclines worked by ropes are not appropriate, from constructing railways on steeper gradients than have hitherto been considered practicable, in the manner which Mr. Fell has now shown to be available.

As the results of my observations and experiments, I have to report, in conclusion, that this scheme for crossing the Mont Cenis is, in my opinion, practicable, both mechanically and commercially, and that the passage of the mountain may thus be effected, not only with greater speed, certainty, and convenience, but also with greater safety than under the present arrangements. Few would, in the first instance, either contemplate or witness experiments upon such steep gradients, and round such sharp curves on the mountain side, without a feeling that much extra risk must be incurred, and that the consequences of a fractured coupling, or a broken tyre, or a vehicle leaving the rails, would on such a line be considerably aggravated.

But there is an element of safety in this system of locomotive working which no other railway possesses.

The middle rail not only serves to enable the engine to surmount, and to draw its train up these gradients, but it also affords a means of applying any required amount of extra break-power for checking the speed, or for stopping any detached vehicles during the descent; and it further acts, by the use of horizontal guiding wheels on the different vehicles, as a most perfect safeguard, to prevent engines, carriages, or waggons from leaving the rails, in consequence, either of defects in the bearing rails or of failure in any part of the rolling stock. The safest portions of the proposed railway ought, indeed, under proper management, to be those on which, the gradients being steeper than 1 in 25, the middle rail will be employed.

There is no difficulty in so applying and securing that middle rail, and making it virtually one continuous bar, as to preclude the possibility of accident from its weakness or from the failure of its fastenings, and the only question to my mind is whether it would not be desirable still further to extend its application to gradients less steep than 1 in 25. It would apparently be advantageous to do so, not only for the sake of obtaining increased adhesion with less proportional weight, and therefore economical traction, but also with a view to greater security, especially on curved portions of the line.

I will only add that, after going with Mr. Fell through the different calculations and considerations which are involved in the undertaking, I find that he has, during three years of labour, treated them with the utmost care and caution; and I have no doubt of his being able, if he obtains, as he hopes to do in the course of a few weeks, the necessary authority from the French Government, to carry it forward to a successful issue.

I have, &c.

The Secretary, Board of Trade,
Whitehall.

(signed) *H. W. Tyler*,
Captain Royal Engineers.

MONT CENIS RAILWAY.

REPORT of Captain *Tyler*, R.E., to the Board of Trade, on the RAILWAY proposed by Messrs. *Brassey & Co.*, for crossing the MONT CENIS, and for improving the communication with *Italy*, *Egypt*, and the East.

(*Mr. Crawford.*)

Ordered, by The House of Commons, *to be Printed*,
23 *June* 1865.

411.

Under 2 oz.

NATAL RAILWAYS.

RETURN to an Address of the Honourable The House of Commons, dated 19 June 1865;—*for*,

"COPY or EXTRACTS of all CORRESPONDENCE relating to Projected RAILWAYS in the Colony of *Natal*, which has passed between the Lieutenant Governor of *Natal* and the Secretary of State for the Colonies during the Years 1863, 1864, and 1865."

Colonial Office, 5 July 1865.

T. FRED^K. ELLIOT.

(*Lord Stanley.*)

Ordered, by The House of Commons, *to be Printed*, 6 *July* 1865.

SCHEDULE.

DESPATCHES FROM THE LIEUTENANT GOVERNOR.

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COPY or EXTRACTS of all CORRESPONDENCE relating to Projected RAILWAYS in the Colony of *Natal*, which has passed between the Lieutenant Governor of *Natal* and the Secretary of State for the Colonies, during the Years 1863, 1864, and 1865.

Despatches from the Lieutenant Governor.

— No. 1. —

(No. 110.)

COPY of a DESPATCH from Lieutenant Governor *Scott* to His Grace the Duke of *Newcastle*, K.G.

No. 1.
Lieut. Governor Scott to the Duke of Newcastle, K.G.
30 September 1863.

Government House, Natal, 30 September 1863.
(Received, 28 November 1863.)

My Lord Duke,

A COMPANY has been formed in London called the Natal Central Railway Company, for the purpose of constructing a line of railway from the Port to Pietermaritzburg, the seat of the Government, of which the main condition is a guarantee from this Government of six per cent. on the capital to be expended in the making of the line. The railway would be between 60 and 70 miles long, and the cost has been estimated at about 600,000 *l.*, making the maximum of the guarantee for which the Government might be liable, equal to about 36,000 *l.* per annum. The Company have sent out an agent with a staff of engineers, and the line has been surveyed, and this gentleman returns to England by this mail, and I am led to conclude that when their scheme has been matured, it will be submitted to your Grace.

2. The question to be considered is not whether a railway is required, for of the importance of such a work there can be no differences of opinion, but it is whether with the limited revenues of this Colony it would be prudent to entertain a proposal which requires so large a monetary guarantee from the Government. My own opinion has always been that such an undertaking is premature, and that the present traffic between Maritzburg and the Port was insufficient to make it self-supporting. On the other hand I must admit that the annual progress of the Colony, and especially the yearly increasing trade with the Dutch Republics, justifies an expectation that a few years hence the traffic may be sufficient to maintain a railway, and that therefore any risk the Government may have to run in giving a guarantee, would most probably be confined to a few years only. It is right I should also state that the agent of the Company has been busily engaged in collecting statistical information as to the actual and estimated future traffic which would pass along the contemplated railway, and that the facts he has collected are, in his opinion, such as to warrant the immediate construction of the railway, and to indicate that no call, or a very insignificant call would be made upon the Government out of the monetary guarantee. The guarantee would not begin until the opening of the entire line, and it is estimated that its construction would take about five years. I am not in a position to write otherwise than in these general terms to your Grace; when the Company have matured their scheme, there will then be sufficient data on which to form a positive decision; at present, and with only rough data before me, I cannot hazard the opinion that the scheme should be entertained. A moderate risk on the part of this Government I am ready to advocate, in view

of the many advantages which would be conferred on the Colony by the introduction of railways. I may also state that there is a very general desire on the part of a large number of the colonists that the Government should accept the proposal of the Company: there are colonists who, however, consider that if so large a monetary guarantee as six per cent. is to be given, the Government should itself borrow the money, and construct the railway as a public work. This latter feeling springs, I believe, in a great measure from the circumstance that the railway constructed in the Cape Colony by a company has embarrassed that Government to such an extent as to render it expedient to obtain a transfer from the Company to the Government. I am not sufficiently acquainted with the causes which have led to the partial failure of the railway in the Cape Colony, to offer an opinion whether the contemplated railway in Natal should or should not, taking the experience of the Cape Colony alone as our guide, be undertaken by the Government instead of by a company; as a general rule, I am opposed to a Government embarking in any undertaking of a commercial and speculative kind such as a railway; a Government would fail where a Company would succeed; a Government has to depend alone upon the zeal of its officers, a company has the more powerful stimulant of personal interests and monetary profits.

3. I brought the proposal of the Company under the consideration of the Legislative Council, and a Select Committee was formed to examine the scheme; and my chief purpose in now writing is to make your Grace acquainted with the views of the Council before the subject is submitted, as I am led to believe it will be, by the Company in London to your Grace. I beg to annex a copy of the Report of the Select Committee.

4. I also take this opportunity of forwarding a copy of a correspondence which has taken place between myself and Mr. David Smith, a gentleman who was sent out under the auspices of the Natal Land and Colonization Company to examine the coal fields of this Colony. The coal deposits alluded to have long been known to this Government, but it has always been considered that their great distance from the Port, and the very broken character of the country made them of very little value for exportation. Mr. Smith proposes to construct a railway, if certain concessions be made, including a monetary subsidy, and a large grant of the waste lands of the Crown. This scheme is also unmatured, and I will therefore only beg a reference to my letter to Mr. Smith, dated the 28th instant. Mr. Smith brought his scheme before the Legislative Council by petition, and your Grace will perceive from the copy of an address made to me by that body, that they are prepared to concede all that Mr. Smith demands. The monetary subsidy now asked for by Mr. Smith in reference to the construction of that part of his railway which would run between the Port and the Tugela, was not under the consideration of the Legislative Council. His railway plan, as laid before them, was to have the sea terminus at the mouth of the Tugela, where a pier for the shipment of the coal was to be constructed. He has abandoned this, and I think rightly so, for in my opinion it was impracticable. This scheme may also be brought before your Grace should Mr. Smith consider the assurances of the Legislative Council a sufficient inducement on which to form a Company, and I therefore forward to your Grace all the information I possess on the subject.

I have, &c.
(signed) *J. Scott.*

Enclosure 1, in No. 1.

Encl. 1, in No. 1.

(No. 22.)

To His Excellency *John Scott*, Esq., Lieutenant Governor of Natal, &c.

May it please your Excellency.

Evidence and Report.

The Legislative Council beg respectfully to transmit to your Excellency a copy of the evidence taken before, together with the Report of, a Select Committee of the Council on your Excellency's Message, No. 14, and correspondence connected with the projected Natal Central Railway; and to inform your Excellency that, for reasons set forth in the Report, this

this Council is not in a position to enter further upon the subject matter of the message; but that it concurs in the recommendation contained in the last paragraph of the Report.

By resolution of the Legislative Council this 7th day of July 1863.

(signed) *Walter Macfarlane*, Speaker.

REPORT of the Select Committee appointed to take into consideration his Excellency the Lieutenant Governor's Message, No. 14, transmitting a Copy of Letters from the Chairman and Secretary of the Natal Central Railway Company.

Your Committee have to report, that having taken the Message, No. 14, into consideration, and having also heard the evidence of Mr. Elliott, the accredited agent of the Natal Central Railway Company, they have now to recommend that the Council shall inform his Excellency the Lieutenant Governor of the course pursued by the Committee.

Your Committee find by the letter of Lord Strathallan, the Chairman of the Company, dated 5th March 1863, that any proposal contemplated by the Company was to be definitely submitted by an accredited agent on his arrival in Natal, but that gentleman (Mr. Elliott) has informed the Committee that he will not be in a position to make any distinct proposition, and indeed declines to do so, until a detailed survey has been made, and other necessary information obtained.

Your Committee therefore recommend that every assistance be rendered to the representative of the Company as regards the ascertaining of fuller and more reliable information as to the best route between Pietermaritzburg and D'Urban, and the extent of traffic at present passing between these places; but it strongly urges upon the Council the importance of having it distinctly understood that the Council is not prepared, in the absence of positive and sufficient data, to give an opinion whether Government should or should not support railway enterprise, either by concession of a guarantee to a commercial company, or in any other way.

By order of the Committee,

(signed) *M. H. Gallway*, Chairman.

Committee Room, Legislative Council,
25 June 1863.

(True copy.)

(signed) *Thomas Foster*, C. L. C.

EVIDENCE of Mr. *Elliott*, taken by the Select Committee appointed to take into Consideration his Excellency's Message, No. 14, transmitting Copies of Letters from the Secretary and Chairman of the Natal Central Railway Company.

By the *Chairman.*] My name is F. B. Elliott; I am Secretary to the Natal Central Railway Company. This is our memorandum of association, as also is this prospectus (*Papers exhibited*). (*Letters produced of date 5th February and 5th March* 1863.)

Does the Company require a Colonial guarantee?—The Company will require a Colonial guarantee if they bring any definite proposition before the Colonial Government.

Do you intend to make any application at this sitting of the Legislative Council for the guarantee alluded to in your prospectus?—It will be impossible during the present session to obtain the information on which alone we can base a definite proposition.

Are you taking steps to obtain that information?—We are.

What is the information you require?—Such information as can alone be obtained by a careful survey of the line. The exact sum that it would cost the Company to purchase the line in the first instance. Secondly. The terms upon which land necessary for the formation of a line can be obtained.

Are you in a position at present to make any proposition whatever to the Colonial Government?—I am not. The reason we are not in a position to make any definite proposal to the Colonial Government on the matter was brought before the Government by the letters already quoted. That on incorporating the Company we had reason to hope that we might obtain the necessary information before the close of the present session of the Legislative Council, and that it was only respectful to the Government, and in accordance with the rules of Council that due notice should be given of our intentions.

By Mr. *Wathen.*] This Company was formed to carry out a line proposed by Mr. Abernethy. On what data was that particular route selected?—On data supplied by Mr. Abernethy, founded on personal inspection of the various routes.

Is that line selected from facility of construction, or from consideration of probable traffic?—From being the most economical line of construction.

Is that line definitely fixed on by the Company?—Yes, unless some line can be shown to be constructed more cheaply, or unless the Colony should prefer another route.

Is it Mr. Abernethy's opinion that this line can be constructed for a less sum than any other, although 20 miles longer?—Yes.

Mr. Abernethy states, "I am decidedly of opinion the line can be constructed for 600,000 *l.*;" are we to consider this as a positive statement, or a mere surmise?—Yes; I should think even in an approximate estimate of such a kind a very large one.

Do you rely upon this traffic return appended to your prospectus?—From information received since my arrival in Natal, I am inclined to believe that reliance cannot be placed upon that return.

As it is proposed to run only a few trains at low rate of speed the working expenses may be safely calculated not to exceed 45 per cent. of receipts. Upon what expense, Colonial or English, is this estimate furnished?—The estimate of 45 per cent. is generally calculated to cover the working expenses of any line. In this case I believe that estimate to be excessive.

What is the minimum and maximum rate of expenses for working a line?—I cannot speak positively without reference to books, but I think I could show lines varying from 38 to 58 per cent. on the working expenses.

(*Reads first paragraph in Prospectus, and asks*) Do you consider the representation of the Company that you have the required capital to depart from the proposed terms therein contained?—No; except as the required capital exceeds or is less than 600,000 *l.*

You say this is the line recommended by Mr. Abernethy; have the Company any preference for that particular line?—None whatever; we are ready to adopt any line that can be more cheaply constructed, or that the Colony requires.

Mr. *Bergtheil.*] You stated that, since you arrived here you have reason to doubt the accuracy of the return; what is that caused by?—Because I am generally informed that these returns are exaggerated or excessive. I have seen other returns, but have no means of testing their accuracy.

Will you be good enough to supply the Committee with your reasons why this railway can be worked for less than 45 per cent. of receipts?—The difference in favour of working expenses to the Colony will chiefly result from the few stations required, and the small number of staff employed.

Mr. *Saunders.*] You say you would not be prepared at present to make any distinct proposal to the Colonial Government. I presume, therefore, you consider yourself free and unhampered by any of the working details or estimates contained in your prospectus?—Certainly; I consider myself free to admit and use any new information I may acquire. I am not bound as to the nominal capital therein mentioned, or to the line proposed, except that the line is to connect Pietermaritzburg and D'Urban.

Do you consider yourself in a position to give an accurate estimate to this Committee of the probable per-centage of working expenses or total receipts till you have completed the estimate, survey, and estates for your line, and fixed your tariff of charges?—I do not.

Any further questions touching these matters of working detail would be premature at present, so far as any information you can give us?—Yes, they would.

All these inquiries must be made at a future occasion?—Yes.

Are there any inquiries that we can now put to you which may assist you in the work you have before you in the interval of your bringing forward a more matured plan?—There are. I should deem it of advantage if you would ask me if there is any course that could in the meantime be adopted by the Colony to facilitate the object I have in view.

State what that course is?—That an official survey of the different routes should be made with as little delay as possible in order to prove whether there is any line more acceptable to the Colony; if the Colonial Government would appoint one or more engineers for such a purpose, Mr. Abernethy and Mr. * will accompany them, and if they report more favourably of any line than the one proposed, we will be prepared to make a detailed survey of the line so reported on.

Sic.

By the Honourable the Colonial Secretary.] Do you intend to make any other survey of any line than that of Mr. Abernethy?—We have no such intention; the information on which we selected the line being in our opinion sufficient.

Do you intend to take any steps to ascertain the traffic between this and D'Urban?—I have not definitely determined to do so, although it is highly probable I may pursue that course; but I wish to observe that in my opinion any such return made on behalf of the Company would be neither efficient, nor free from suspicion.

You said you had no power to alter the terms of guarantee; has the Company any power, say, to accept a subsidy in lieu of a guarantee?—I have no hesitation in saying they have not.

Do you believe that any English capitalist would subscribe the funds under a subsidy unless it was a very liberal one?—Capital may no doubt be obtained upon a subsidy of a very liberal character, but I do not hesitate to say, upon such terms only as would prove injurious to the interests of the Colony.

Mr. *Robinson.*] When would the guarantee become payable?—That is a question that remains to be settled between the contracting parties.

Would the Company require a guarantee to be paid before the line was completed?—That is a consideration that remains to be determined when the question is definitely before the Government.

Would the guarantee be terminable at any fixed period?—Undoubtedly, such is the usual course to pursue.

Would the Company accept payment of a guarantee in any other way than by money, such as in land contiguous to the line?—I should be sorry to answer positively, but I feel that

that many great difficulties would attend such a proposal. The Company being a Railway Company, established upon terms specified, and not a land Company.

Can the Company construct a railway between other places than those specified in the Memorandum of Association?—We have no power.

Would the Government, in the event of a guarantee being given, have any control in the management of the line?—The Government would retain such power and supervision in the management of the line as would be necessary for the interests of the Colony.

Is it proposed to reserve any shares for allotment in Natal?—Such a proposal was undoubtedly made previous to allotment, but it was considered that the high interest obtainable on money in Natal, rendered it extremely improbable that any shares so reserved would be taken up.

In the event of the survey proving satisfactory, is the Company determined to proceed with the undertaking, irrespective of any modification that might be made in the estimates of traffic contained in the prospectus?—The Company will be prepared to proceed with the undertaking upon obtaining the necessary guarantee.

From what source does the Company propose to procure labour?—I am unable to give any positive information on that subject.

By Mr. *Boshoff*.] Did you personally inspect the proposed line?—I did not. The engineers have; but it has been accurately inspected and reported on by the engineer of the Company.

Judging from information you have received from that report, and in reference to map annexed to the prospectus, do you not think that line is likely to cause a great many more abrupt turns than the map appears to show, and consequently a much greater length than 70 miles?—Undoubtedly; the map, which is merely a rough sketch to indicate the direction of the line, does not represent the curves which would be necessary, and it is possible that the line, which has not hitherto been measured, may exceed the estimated distance.

Considering the nature of the country between this and the Bay, does it not appear to you that the expense of constructing a railroad must be very much greater than a comparatively level country would require?—I am not inclined to consider the proposed line as either a difficult or expensive line, but it would undoubtedly involve a greater expenditure than that required by a level country in other circumstances being the case.

Is the estimate in the prospectus framed on experience of expense in construction of railroads in England, or in any of the Colonies?—The estimate was framed for the purpose of covering all necessary and legitimate expenses incidental to a railroad, the cost of construction being estimated on general experience.

Have the Company taken into consideration the purchase of land and the price?—They have; and before submitting to the Colonial Government any definite proposition, they would be in a position to afford any information on that subject.

(True copy.)

(signed) *Thomas Foster*, C. L. C.

Enclosure 2, in No. 1.

Sir, Royal Hotel, D'Urban, 9 July 1863. Encl. 2, in No. 1.

I HAVE much pleasure to inform you that I have, during my inspection of a considerable portion of this Colony, with the object of discovering its mineral resources, ascertained beyond a doubt that there exists a very extensive coalfield, commencing at Job's Kop, and extending into the district of Newcastle.

I need not mention to you the immense importance of opening up this coal field, both to this Colony, and especially to the English Government and other proprietors of steam vessels trading in these seas, as it will enable all of them to procure here never-failing supplies of excellent and cheap coal, the great importance of which both to our war and trading vessels is becoming more apparent from day to day.

I am about to return to England, and before doing so I am desirous of entering into an agreement with the Government of this Colony for a lease of the coal, ironstone, lime, and other minerals in the unsold land of this Colony. Also for the right of constructing a line or lines of railway from the coal field to the sea, and to other markets.

The coal field here being at so great a distance from the sea, and the surface of the country being so mountainous, will necessitate the expenditure required to construct these railways so great, that I must before proceeding further in my arrangements obtain your consent to the following proposals:—

The exclusive right of carrying coals and other minerals on any line of tramway or railway that may be hereafter constructed in this Colony, under the sanction of this Government, for a term of 30 years, said term to commence from the completion of the railway.

The exclusive right of exporting coals, ores of iron, and other ores and metals manufactured in this Colony, the same right to extend to any other lands that may from time to time be added to this Colony.

The option of purchasing any unsold lands belonging to this Government, at the upset price of 4*s*. per acre, such lands being within 10 miles of the intended railway.

Upon your assenting to these necessary and reasonable proposals, I shall be able to raise

the capital to fully develope the mineral resources of this Colony, thereby ensuring its future prosperity, and at the same time supplying Her Majesty's war steamers, the steamers of our own mercantile marine, and all other steamers trading in these seas, with the greatest blessing of modern times, cheap and abundant supplies of excellent steam coal.

Your reply at an early date will oblige.

I have, &c.

To His Excellency John Scott, Esq. (signed) *David Smith.*

Sir, Royal Hotel, D'Urban, 14 July 1863.

Since I had the honour of addressing your Excellency a few days ago on the subject of the lease of the minerals in this Colony, I have been enabled so far to settle my business affairs here that I should wish to leave for England by the next mail steamer. I beg to say that if your Excellency should deem it necessary to stipulate for any alterations or modifications in my proposals, I shall be glad verbally to confer thereon with your Excellency. In that case I hope to be favoured with your Excellency's commands for the honour of a personal interview.

I have, &c.

To His Excellency John Scott, Esq. (signed) *David Smith.*

Sir, Colonial Office, Natal, 15 July 1863.

I am directed by the Lieutenant Governor to acknowledge the receipt of your letter, dated 14th instant, and the one dated 9th instant, in which you acquaint his Excellency that you have, beyond doubt, ascertained the existence of a very extensive coal field, commencing at Job's Kop, and extending to the Newcastle division, and expressing your desire, before returning to England, to enter into an agreement with this Government for a lease of the coal, ironstone, lime, and other mineral land belonging to the Crown; also for the right of constructing a line of railway from the coal field to the sea, and to other markets, upon condition that you are guaranteed the following privileges, viz. :—

1. The exclusive right of carrying coals and other minerals on any line of railway that may be constructed, for a period of 30 years.

2. The exclusive right of exporting coals, ores, and metals manufactured in the Colony, or existing in lands that may hereafter be annexed thereto.

3. The option of purchasing any Crown lands within 10 miles of the intended railway, at an upset price of 4 *s.* per acre.

In reply, I am directed by the Lieutenant Governor to state that it is not possible to give a hurried decision on a proposal of this kind, or to state what modifications of your proposal would be necessary; he can only now say that such an exclusive monopoly as that involved in the conditions contained in your letter could not be acceded to; in fact, the question involves many considerations, and presents many difficulties which would require great deliberation before any conclusive opinion could be given. It would undoubtedly be to the advantage of the Colony could its coal beds be worked and made available for steamers; but in considering any scheme for this purpose it is essential that the interests of the Colony and the public should be duly preserved. His Excellency proposes, now that the question has been started, to examine how far the minerals of the Colony could or could not be worked by means of a company, and what concessions it might be expedient to make to any such company.

It is probable, however, that any such concessions could only be made under a special law, and, if so, this could not be effected before another session of the Legislative Council.

I have, &c.

David Smith, Esq., Royal Hotel. (signed) *D. Erskine,*
Colonial Secretary.

Sir, Victoria Club, Pietermaritzburg, 27 July 1863.

I have to acknowledge the receipt of your letter of the 15th, and I take the liberty of again addressing (through you) his Excellency, on the subject of a railway between the sea and the mining districts of this Colony.

His Excellency must be aware that an undertaking of such magnitude will not receive the support of the English capitalists except great privileges and exclusive advantages can be shown to exist.

May I, therefore, ask his Excellency to oblige me by stating what part of my proposals can receive the support of the Government of this Colony.

Since I had the honour of addressing his Excellency on this subject, it has occurred to me

me that it would very greatly increase the prosperity of this Colony if my proposal was to embrace, not merely the construction of a line capable of carrying the coal and other minerals from the interior to the coast, but to construct a railway adapted to carry passengers and general merchandise. I propose, therefore, to ask this Government for a grant of land on each side of the proposed railway of three miles wide; and in the event of any portion of such lands having been already disposed of, then the grant of a proportional quantity in other localities, so that the total quantity shall not be less than a block of land six miles wide by the length of the railway.

Some such arrangement as this is absolutely essential to the success of an enterprise of so extensive a character. But as his Excellency is of opinion that some of the proposals contained in my first letter of the 14th were of too exclusive a nature, I am willing to omit proposal for "the exclusive right of carrying coals and other minerals on any line of railway that may be constructed for a period of 30 years."

With these modifications, then, I beg again to submit my proposal to the consideration of his Excellency, with the request that he will, with as little delay as possible, endeavour to obtain from the Legislative Council such assurance of support as will enable me to show to English capitalists (whilst the money market is still favourable to enterprises of this nature), some definite ground for the formation of such a company previous to the next session of the Council.

I have, &c.

Major the Honourable David Erskine,
Colonial Secretary.

(signed) *David Smith.*

To His Excellency *John Scott*, Esq., Lieutenant Governor of Natal, &c., &c., &c.

May it please your Excellency,

I HAVE recently visited, in company with an experienced surveyor, the banks of the Tugela from its mouth to a spot opposite the farm Krauskop, in the Umvoti county, and we found that a railway can be constructed all along said river, without any serious engineering difficulties, from Krauskop to Jobsberg and the coal districts. I have satisfied myself on a former occasion of the favourable nature of the country for railway construction. I shall consequently now be able to make a more definite proposal than I did on the 9th July last.

I beg to repeat that, under certain liberal concessions on the part of the Government, I shall be able on my return home to interest capitalists for the purpose of constructing a railroad from Jobsberg and the coal districts to the coast along the Tugela Valley, and from there through the Victoria county to D'Urban; eventually, also, a line from Jobsberg to the Drakensberg.

The concessions necessary for an undertaking of such magnitude would be:—

1. The exclusive right of mining and working any coal, iron, or other minerals, with the exception of precious metals, that may be found on any of the waste lands of the Crown; as also the exclusive right of exporting, duty free, all coal, iron, and other ore, and iron manufactures, being the produce and manufacture of this Colony.

2. The exclusive right of the manufacture of iron.

3. The grant to and selection by the Company of a block or blocks of land equal to an extent of six miles wide along the whole length of the intended lines of railway.

4. The option to the Company of purchasing within one year of the completion of the said lines any waste lands belonging to the Crown, within 10 miles of the intended lines, at a price of 4 *s.* per acre.

5. The right of importing, duty free, into the Colony, all implements, tools, utensils, machinery, rails, chains, sleepers, materials for buildings, or any other articles or materials used for or in the construction of the railroad, or for mining purposes.

6. The guarantee of the Government not to tax any goods sent over the intended lines for exportation to the Free State or any States beyond this Colony, as also not to tax any produce for export sent from there over said intended lines to any part or parts of the Colony.

7. A subsidy to the Company equal to six per cent. on the cost of that portion of the line from the Tugela through the Victoria county to D'Urban.

8. All the above concessions to be for a term of 30 years from the completion of the lines.

If the above concessions be granted, the Company would be able to supply the Government with coal for the use of Her Majesty's Navy, at half the rate of the Union Steam Ship Company's contract at the Cape in the present year, namely at 30 *s.* per ton.

The Legislative Council have already expressed opinions in favour of such a scheme, and seem fully to appreciate the great results which must necessarily arise from it to the Colony.

I will thank your Excellency to let me know your Excellency's views on the subject, as to the probable support such an undertaking will receive on the part of the Government,

and as to the probability of the above concessions, when, if looked upon with favour, thus armed I shall, on my arrival in England, be able at once to enter into negotiations with capitalists for the organization of such a Company.

I intend to leave by the mail steamer on the 30th instant.

I have, &c.
(signed) *David Smith.*

Sir, Colonial Office, Natal, 28 September 1863.

I am directed to acknowledge your letter, without date, received by yesterday's post, informing the Lieutenant Governor that you are of opinion a railroad along the banks of the Tugela can be constructed without any serious engineering difficulties, and submitting the conditions on which you consider a Company could be organised for the construction of a railroad from D'Urban along the coast district, and thence up the valley of the Tugela, to and through the coal districts.

In reply, I am directed by his Excellency to state that it is impossible for him to express a positive official opinion upon a question of this kind submitted to him merely in its broad features, and without any of that detail absolutely essential to a right understanding of a work of great magnitude. You are aware that a company has been formed for making a railroad from D'Urban to Pietermaritzburg, on condition of a monetary guarantee from this Government, and you are also probably aware that the engineers of the Company have reported that the extension of the line to the coal districts can be easily carried out, and, it is stated, with fewer engineering difficulties than are found between Maritsburg and the Port. His Excellency refrains from giving any opinion whether the Colony is or is not in a position to support the construction of a railway by a monetary guarantee, inasmuch as a decision on such a point does not rest with him alone; he may, however, state that if a railway is to be undertaken, that which would be of most use to the Colony generally would receive the support of the Government. The line proposed by yourself, and that contemplated by the Company already formed, would, if extended, both in an equal degree open up the coal districts and facilitate commerce with the neighbouring republics. Your line would undoubtedly be of great importance to the Coast District between the Port and the Tugela; but from the Tugela, until it reached the Biggarsberg, it would pass along the boundary line of the Colony, and through a valley which, in general terms, may be said to be inaccessible from the interior of the Colony. The line proposed by the Company would, on the contrary, if extended, pass through the centre of the Colony, and be therefore better suited to become at some future time a trunk line through which the general traffic of the Colony would be carried on. His Excellency is fully aware that there are many other circumstances than those mentioned which require to be minutely considered in estimating the merits of rival railways, but in the absence of details he can only glance at the broad features of each plan.

With reference to the conditions proposed by you, I am to state that the 1st, in which you ask the exclusive right for a period of 30 years of mining and working all coal, iron, and other minerals which may be found on any of the waste lands of the Crown, and the exclusive right of exporting the same, as also all iron manufactures, is too broadly stated; it is one, however, which if properly defined and limited, the Goverment might have no objection to take into consideration.

The 2d requires the exclusive right of manufacturing iron. This is a concession which might also be granted by the Government, if equivalent advantages to the inhabitants of the Colony generally were to be obtained.

The 3d asks for a grant of a block or blocks of land equal in area to an extent of six miles along the whole length of the intended lines of railway. This may be upwards of a million of acres. On this condition I am to state that the granting of the waste Crown lands as an inducement to obtain that construction of public works, or other presumed public benefits, in lieu of a monetary payment or guarantee, is directly opposed to the policy of Her Majesty's Government, and his Excellency can therefore hold out no expectation of a condition of this kind being conceded even were it submitted in a more definite form, and the extent of the land to be conceded given in figures.

The 4th condition gives to the Company the right to purchase within one year after the completion of the railway any waste Crown lands situated within 10 miles of the line of railway at a price of 4 *s.* per acre. On this proposal, I am to explain that from the harbour to the Tugela, the Government possess no waste lands, and that from the Tugela to the Biggarsberg, the proposed railway passes through lands belonging to the natives, and which, consequently, the Government have no right to sell; from the Biggarsberg to the northern boundary, the line, if it were carried so far, would pass through lands partly ceded. This proposition could only therefore be considered by the Government in regard to the latter part of the Colony, and on the understanding that if entertained it would be on such terms as in no wise to check the purchase of the waste Crown lands by the public.

The 5th condition might be considered under proper limitations.

The 6th is not very clearly stated: if it means merely to exempt goods from a tax on their transport, it offers no difficulties; if it goes beyond that, it would, in the opinion of the Lieutenant Governor be inadmissible.

The 7th condition asks for a subsidy from the Government equal to six per cent. on the cost of that portion of the extended railway lying between the Port and the Tugela. It is presumed

presumed that this is not an annual subsidy, to extend over the 30 years named in the concluding proposition. Colonial Governments do grant monetary subsidies or guarantees for important works, but before entertaining such a proposal, it is necessary that full details should be given of the amount of the cost of the work, so that the precise sum for which the Government may be liable should be known.

The Central Railway Company have asked for a Government guarantee of six per cent. on the capital to be spent in the construction of their proposed railway; this guarantee is only a contingent liability on the Government, and could not, if the present condition and future prospects of the Colony are such as to warrant the construction of the railway, extend over many years; nevertheless the Legislative Council have declined to express any opinion on the question of providing such a guarantee by legislative enactment, until the Company can lay their plan before the Government in a complete form.

His Excellency has given his opinion on the conditions submitted by you, stating which are, and which are not objectionable, but he does not by so doing desire to exclude you from submitting any more complete scheme which you may consider practicable in reference to your proposed line, so that it may be laid before the Legislative Council at the same time as the plans of the Central Railway Company.

I have, &c.

D. Smith, Esq., D'Urban.

(signed) *D. Erskine,*
Colonial Secretary.

Enclosure 3, in No. 1.

To His Excellency *John Scott*, Esq., Lieutenant Governor of Natal, &c.

Encl. 3, in No. 1.

May it please your Excellency,

The Legislative Council beg respectfully to transmit to your Excellency a copy of a petition presented by David Smith to this Council on the 29th instant, together with a copy of three Resolutions passed by the Council on the subject of such petition, for your Excellency's information.

By Resolution of the Legislative Council this 31st day of July 1863.

(signed) *Walter Macfarlane*, Speaker.

To the Honourable the Speaker and Members of the Legislative Council, in Council now assembled.

The petition of David Smith sheweth,

1. That your petitioner, acting for himself and several gentlemen of influence in London, arrived here about four months ago, for the purpose of inspecting this Colony to ascertain the extent and commercial value of its coal fields and other mineral productions.

2. That your petitioner has, since his arrival here, examined a very considerable portion of the Colony, and has ascertained the existence of a very extensive coal field, of excellent quality, and presenting very great facilities for being economically worked.

3. That the coal field, however, is at such a distance from any seaport (where the coals must be brought by railway), and will, from the nature of the ground over which it must pass, require so large an outlay of capital in its construction, that unless great encouragement, and some exclusive rights are granted to him, your petitioner cannot hope to raise the amount of capital necessary for so great an undertaking.

4. That your petitioner has proposed to his Excellency the Lieutenant Governor to take a lease of certain mines and minerals in the unsold lands of the Colony, a copy of which proposal your petitioner, with the consent of his Excellency, submits to the consideration of your Honourable House, and prays that before the Council rises he may receive a favourable expression of the opinion of the Council upon this important question, involving as it does the profitable development of the immense mineral resources of the Colony, and at the same time, by means of an extended railway up the Tugela and Buffalo valleys, will open up to civilization and commerce the greater portion of the healthy districts of this part of Africa, and make Natal the centre of a great trade, the future of which it is impossible to over-estimate.

And your petitioner, as in duty bound, will ever pray.

(signed) *David Smith.*

(True copy.)

(signed) *Thomas Foster*, C. L. C.

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1. That in reference to the petition of Mr. David Smith, lying on the table of the House, this Council is of opinion that, should such a company as is therein referred to be formed for the purpose of making a public railway from the coast to the coal fields in the division of Newcastle, and of developing the mineral resources of this Colony, it would be entitled to a concession of the exclusive right to work any coal, or other mines and minerals (with the exception of the precious metals) that may exist in the waste lands of the Crown, in the districts lying to the north of the river Umgeni, and also to the exclusive right of exporting all coal, iron, iron ores, or iron manufactures, the produce and manufacture of this Colony, for a period of 30 years from the completion of the railway.

2. That this Council will be prepared, as far as lies in its power, to cede to the said company, upon the whole of the intended railway, a block of land six miles in width, and in case of there not being sufficient Crown lands for this purpose on any part of the intended line of railway, then to recommend that the deficiency be made up out of other Crown lands contiguous to some other part of the said intended line of railway; and also to give to the said company, at any time during the construction of said intended line, and for one year after its completion, the pre-emptive right of purchasing any of the Crown lands within 10 miles of the said intended railway at the price of 4*s.* per acre, subject, however, to such limitations and conditions as may be hereafter decided on and enacted in a special law to be introduced into this Council.

3. That if no definite proposal is brought before the Lieutenant Governor of Natal, in regard to the above subject, before the end of the year 1864, then these Resolutions shall cease to be of any effect.

(True copy.)

(signed) *Thomas Foster*, C. L. C.

— No. 2. —

No. 2.
Lieutenant Governor Scott to the Right Hon. E. Cardwell, M.P.
22 October 1864.

(No. 70.)

COPY of a DESPATCH from Lieutenant Governor *Scott* to the Right Hon. *Edward Cardwell*, M. P.

Government House, Natal,
22 October 1864.
(Received, 23 December 1864.)
(Answered, No. 25, 27 February 1865, page 68.)

Sir,

I HAVE the honour to transmit, for Her Majesty's gracious approval or disallowance, the following laws:

Enclosure, No. 1. "For empowering the Natal Central Railway Company (limited), to construct a railway between the city of Pietermaritzburg and the borough of D'Urban."

Enclosure, No. 2. "For empowering the Natal Coal Company to purchase and take on lease lands for mining purposes; to carry on mining operations; to construct and maintain a railway from Pietermaritzburg to the coal districts in the county of Klip River; to puchase, sell, hold, own, and charter ships for exportation of minerals; and for conferring on the company certain privileges and concessions."

Enclosure, No. 3. Law No. 22, of 1864, entitled, "To enable the Lieutenant Governor of Natal, under certain conditions, to pay guaranteed interest to the Natal Central Railway Company."

Enclosure, No. 4. Law 21, of 1864, entitled, "To enable the Lieutenant Governor to impose a special tax on immovable property, to defray a moiety of any guaranteed interest paid to the Natal Central Railway Company."

I also forward, as being one of the series of Legislative measures connected with the proposed construction of the before-mentioned railways, a Bill which I have reserved for the signification of Her Majesty's pleasure, entitled, "Law to grant certain concessions of land, and to confer other rights and privileges on the Natal Coal Company."

Enclosure, No. 5.

2. In my despatch, No. 110,* 30 September 1863, I reported that a company had been formed in London, for the purpose of undertaking the construction of a line of railway in this Colony, between the port at D'Urban and the seat of Government, on the condition of a guarantee from the Government of six per centum per annum on the money to be expended by the company in the formation of the railway. I also stated that a scheme was projected for mining and transporting to the port, by means of another line of railway, the coal found in the northern part of the Colony, in the county of Klip River, the main condition

* Page 3.

dition of this scheme being the concession to the company of a large extent of Crown lands. The laws now transmitted have been passed by the Legislative Council, for the purpose of having both of these schemes carried out.

3. In my before-mentioned despatch, while admitting the great value of a railway communication as contemplated, I expressed a doubt whether it would be prudent, with the limited revenues of the Colony, to entertain a scheme which required so large a monetary guarantee from the Government, and that my own opinion had always been that such extensive and costly works were premature. I will now only state, that there are very few persons in the Colony who coincide with me in this opinion.

4. The Legislative Council formed a Select Committee, consisting of all the members of the Council, and after a very lengthy examination, extending over a period of 33 days, decided in favour of these works being at once undertaken; the general opinion being that, taking into consideration the recent annual progress, and the probable future improvement in the trade, commerce, and revenues of the Colony there would be, before these railways could be in operation, a sufficiency of traffic to make them self-supporting; and that, consequently, there would be but very small risk of the Government being called upon to pay any portion of the guarantee to the Central Railway. The present mode of transport within the Colony is by means of ox waggons, which at all times is slow and expensive, and during one or two months of the year, when the grass is withered and there is little or no food for the oxen, it is almost at a standstill. A railway from the Port to the seat of Government is therefore a very popular measure, even although the Colony may have to pay for a few years the whole of the guarantee. The maximum of the guarantee is 45,000*l.* per annum. I annex to this despatch a statement showing the increase made yearly in the revenue and commerce of the Colony. Enclosure, No. 6.

5. The Natal Central Railway Law.—The general provisions contained in this law are, I believe, such as are usual in enactments of this kind, and I have therefore only to offer an explanation in regard to the concluding clauses.

The survey of the Central line of railway, between D'Urban and Pietermaritzburg, was made by the company last year, as I stated in my before-mentioned despatch. The distance between the two places in a direct line does not exceed 45 miles; but, owing to the broken character of the country, the railway takes a very circuitous and winding route, and measures very little short of 70 miles; the gradients are also, in many places, unusually great, in one or two instances being no less than 1 in 35. During the examination of witnesses before the Select Committee of the Council, two of these expressed an opinion that a shorter and a better line could be obtained, and as these persons have great local experience, and have been previously connected with the survey and construction of railways in England, it was considered to be advisable that the new route which they suggested should be surveyed before the line authorised by the law should be adopted.. To this arrangement the company's agent consented, and hence the introduction into the law of the concluding clauses 138, 139, and 140. By the 138th clause, the new lines are to be surveyed before the end of next year, and the Legislative Council is to decide which of the several lines shall be adopted; or if the Council do not come to any decision, then the Lieutenant Governor is to make the selection; and if neither the Council nor the Lieutenant Governor make a selection, then the company are at liberty to construct the line already surveyed and authorised by the law. It appears to me that the provisions of this clause are objectionable; the Legislative Council has power to decide upon what may altogether be a new line of railway, without any reference to the Executive branch of the Government, or if the Council fail to exercise that power, which however is very improbable, the company are empowered and authorised to construct such line of railway as the Lieutenant Governor may decide upon, and apparently without any resort to those Legislative proceedings usual in authorising the construction of a line of railway which necessarily interferes with the landed property of the public. This and the other concluding clauses of the Bill were originally framed by myself, at the request of the Council, and were transmitted by me in the form of amendments to the Bill as first passed by the Council. I beg to annex a copy of the clauses as transmitted, for the consideration of the Council, in my message. Enclosure, No. 7.

6. The Natal Coal Company's Law.—The scheme originally projected for the mining and transport to the port of the coals found in the northern part of the Colony, in regard to which I would beg a reference to my despatch, No. 110,* of 30 September 1863, contemplated a line of railway running through the valley of the Tugela River, and consequently on the extreme borders of the Colony; this has been abandoned, and a more inland route has been decided upon. Should this railway, and also the Central line be constructed, an uninterrupted railway communication, starting from the Port and running through the centre of the Colony as far as the River Tugela, a distance in a direct line of about 115 miles will be provided for the traffic of the Colony. The Natal Coal Company is not incorporated, either under the Imperial Limited Liability Act, nor by Royal Charter; it is a private company, and the names of the individuals now forming the company are given in the first clause of the law. The line which it is proposed the railway shall take is stated in the 8th clause of the law; no survey has, however, been made, and the route laid down is given on a mere inspection of the country, somewhat hurriedly made, by one of the surveyors of the Natal Central Railway Company. This law has therefore been passed by the Legislature without the usual plans and sections being submitted to the Legislative Council, and in this respect it is exceptional. I may also state that no satisfactory survey of the coal deposits has yet been made, nor has it been practically proved that the coal is suited for general steam purposes. The coal is found to differ much in quality, some is evidently of little value, but other portions are apparently of very good quality. It is found to outcrop in various localities, and no doubt is entertained that it can be obtained in abundance. The concessions to be made to the company by the Government are chiefly a large grant of the waste Crown lands, and certain privileges in regard to the working and exportation of coal and other minerals, as set forth in the Bill, which I have reserved for the signification of Her Majesty's pleasure.

* Page 3.

7. Law No. 22, of 1864.—This law details the conditions under which the guarantee of 6 per centum is granted by the Government to the Natal Central Railway, and in effect makes the construction of the two railways one contingent upon the other. It is considered that the Natal Central Railway should be completed and opened for traffic on or before the 31st day of December 1871, and the liability of the Government to pay the guarantee is to continue for 50 years from that date, or from any earlier date should the railway be completed previous to the end of the year 1871. The agent of the company has stated that a contract has been obtained for the construction of the railway, for the sum of 670,000 *l.* The Government is not called upon to pay any interest to the company until the completion of the line; but as in the interval the company will have to pay to the shareholders 6 per cent. on the amount annually expended in the construction of the railway, any sums of money so paid by the company are to be capitalised and added to the contract sum of 670,000 *l.* It is estimated that the aggregate amount to be paid by the company to the shareholders during the period of the making of the line would not exceed 80,000 *l.*, and the law accordingly fixes the maximum at that amount. The total sum upon which the Government may be called upon to pay guaranteed interest, after the completion of the railway, is therefore limited to the sum of 750,000 *l.*, which, at 6 per cent., gives the sum of 45,000 *l.* per annum as the maximum of the guarantee for which the Government may be liable.

8. The 8th clause of the law provides, that unless the coal company shall have completed one-half of their line within 18 months of the opening of the Central Company's line, then any guaranteed interest for which the Government may be liable to this latter company shall not be paid until such half of the other line shall be completed. Or should the Natal Central Railway Company decline this arrangement, then, in such case, by the 14th and following clauses to the 21st of the law, it is provided, that before any contract shall be entered into by the Lieutenant Governor with the Central Railway Company, the coal company shall place in the hands of the Government a sum of 100,000 *l.*, to be deposited, in the name of the Government, in good and sufficient securities, the annual interest on such deposit being, after a stated period, made liable to forfeiture to the Government unless specified portions of the line are completed within a stated time, and ultimately the deposit sum of 100,000 *l.* becomes forfeited to the Government should the coal company fail to complete three-fourths of their line within

within a period of eight years from the date of any contract made by this company with the Government for the construction of the line. The above provisions have been enacted in order to compel, as far as possible, the simultaneous construction of both lines of railway, an arrangement which is highly important to the interests of the Colony. This will necessitate an agreement between the two companies before a contract for the construction of either line of railway can be made. Mr. Elliot, who is the agent for the Central Railway, is also agent for the coal company, and he has accepted these conditions, and, I presume, therefore, an arrangement between the two companies in accordance with these provisions is feasible.

9. The 22d clause of the law provides, that in the contract to be made between the Government and the Central Railway Company, the working expenses of the railway shall be defined; and it further provides for the supervision of the Government over all expenditure, either in the construction, maintenance, or working of the line, so long as any liability on the part of the Government for payment of guaranteed interest shall continue.

10. The 24th clause provides that in case the profits of the Central Railway shall exceed the sum of 6 per cent., a moiety of such excess is to be paid to the Government.

11. The 25th clause compels the company to import at least 80 per cent. of the number of persons required to carry on the labour necessary for the construction of the railway. This is a provision which has been insisted upon by the Legislative Council, in order that the present supply of labour available for the colonists may not be too seriously interfered with.

12. Law No. 21 of 1864.—This law has been enacted in reference to the guarantee to be granted to the Natal Central Railway Company. It provides for one-half of any sum annually payable to the company being raised by a tax on the immovable property of the Colony, and thus limits the amount of guarantee for which the present sources of revenue may be liable to a sum of 27,500 *l.* only. It is impossible to form an estimate of what may be the value of immovable property in the year 1871, at the close of which the liability of the Government to the payment of guaranteed interest to the Central Railway will commence, nor what may at that date be the improved financial position of the Colony. I can only state that the general revenues of the Colony could not at the present time afford to pay so large an annual demand as 27,500 *l.* without severe pressure on other claims and liabilities, and that the levying of a like amount on the present value of immovable property would be a heavy burden. It is argued, however, that before the time fixed for the payment of the guarantee, both the revenues of the Colony and the value of immovable property will have so largely increased that no undue pressure on either will be then felt. It is also further argued that the increase in trade, and internal transport, will by that time be sufficient to make the Central Railway self-supporting, or that, at the worst, only a portion of the 45,000 *l.* of guaranteed interest will be required, and that the construction of the railways, by the increased facilities for transport which they will afford, will give an increased impetus to the annual progress hitherto made by the Colony, and still further lessen any such liability. I have always entertained a very high opinion of the natural resources of the Colony; they are no doubt very great, and capable of being largely extended and developed; and, in addition, we have the yearly increasing trade with the Dutch Republics, but we cannot overlook the fact, that both increase in industrial pursuits and in commerce are contingent upon various circumstances in regard to which we can only speculate and not speak with absolute certainty. It is on this view of the case that I expressed on a former occasion a doubt whether the construction of such an extensive line of railway as that now proposed to be undertaken, might not be considered premature; however, on this head, the colonists generally have no distrust. The laws now transmitted have long been before the public, and no opposition, except to a very limited extent, has been made to their enactment.

The 2d clause of the law exempts the lands occupied by the natives from the taxation imposed by this law.

12*a*. The law which I have reserved for the signification of Her Majesty's

pleasure defines the concessions and privileges to be made and granted to the Natal Coal Company. For every mile of railway a grant of 5,120 acres of the waste Crown lands is to be made to the company. The line not having been surveyed, I cannot give the aggregate area of land which, under this condition, would have to be transferred from the Crown to the company. The distance between the city of Pietermaritzburg and the northern terminus of the railway, near the village of Colenso, is in a direct line, about 70 miles, and as the country is equally as broken as between the city and D'Urban, it may be estimated that the portion of the public railway—(*see* Section 8 of the Coal Company's law)—will be upwards of 90 miles, and that, consequently, the area of Crown lands to be ceded to the company will be about 500,000 acres. Nor can I give even an approximate value of the lands to be ceded. At the Government upset price of 4 *s.* per acre it would equal a sum of 100,000 *l.*, but as the company are empowered to select their land in any part of the Colony, they would naturally choose that which, from local or other circumstances, is the most valuable, and 200,000 *l.* would, I think, more nearly represent the present value of the land to be ceded. In addition to the grant of waste Crown lands, the company are also entitled to purchase at the price of 4 *s.* per acre any Crown lands within 10 miles of each side of the railway. This privilege will not, however, apply to any great extent of land, inasmuch as within those limits there is, comparatively speaking, very little free land. The lands to be selected by the company are to be set apart and reserved, and titles to portions are to be given to the company from time to time as the railway is constructed. The period given for the construction of the railway is fixed at a somewhat remote date, namely, the 31st of December 1875. From that date the company are to enjoy for a period of 30 years, that is, until the year 1906, the sole and exclusive right of entering upon, searching for, working, raising, taking and carrying away copper, iron, tin, lead, coals and culm, in all lands which shall be waste Crown lands at the date of the law coming into force. This condition will necessitate the insertion of a clause in all grants which may be made after the law is in force, taking from the grantee the mining rights ceded to the company.

13. The monopoly of mining granted to the company on the Crown lands is, however, extended by the conditions contained in the 12th and 13th clauses of the law. By these clauses the company are to possess the exclusive right of exporting from the Colony, duty free, all copper, iron, tin, lead, coals, culm, and other minerals, either in their natural state or when manufactured, unless they shall have previously been imported by sea; and also the sole right of carrying seawards for exportation over their own and the Central Railway, all copper, iron, tin, lead, coals and culm. If these exclusive privileges be considered desirable, the right of transport seawards should have, I consider, been confined to localities contiguous to the railways, and for which they might reasonably be made available; and both the monopoly of transport and of exportation should also, it appears to me, have been limited to metals and other minerals raised and manufactured within the limits of the Colony. The Dutch Republics are said to contain valuable minerals, and if a company were to be formed in those states, or in any other state bordering on Natal, for the raising and the manufacture of minerals, the port of this Colony could not be made available for their export in consequence of the exclusive powers of exportation vested in the Natal Coal Company; and, considering that it is of the utmost importance the yearly increasing trade between Natal and the bordering states should be encouraged and extended as much as possible, any measure likely to interfere with this aim should, in my opinion, be avoided. The 12th clause contains a proviso permitting persons to work any mines containing coal or other minerals found on private property, and to dispose of such minerals by sale within the limits of the Colony, but they cannot export, either by sea or land, any such property unless on the first payment to the coal company of five per cent. on the value of minerals and 6 *s.* per ton on coals; and again, such property must be carried seaward along the railways of the companies. I may also remark, that the term "minerals" is not easily defined: it may, I believe, commence at the precious stones and metals, and descend until it includes sand and clay; and thus even pottery manufactured in the Colony could not be carried beyond the boundaries without paying an impost to the coal company. It may also be asked what is to be understood by minerals manufactured?—If the company were to mine and work iron ore, of which there

there is abundance in the Colony, no article manufactured out of iron so obtained could pass the boundaries of the Colony until an export tax was first paid to the company. The privileges conferred on the company by the 12th and 13th sections of the law are not indeed clearly expressed, and should they be deemed expedient, would have, I conceive, to be more strictly defined.

13*a*. I have given my assent to the other laws transmitted in this Despatch, as no action involving the Government can be taken under them until a contract shall have been entered into by the Lieutenant Governor with the two companies, nor would this law have been operative until such contracts had been executed; but I have, nevertheless, deemed it right to reserve it for the signification of Her Majesty's pleasure, inasmuch as it grants to the coal company a large concession of Crown property, and confers upon the company privileges which, in my opinion, are too extensive and exclusive. From the correspondence which I have had with Her Majesty's Government on questions connected with the disposal of the waste Crown lands, I have concluded that it is deemed to be inexpedient to make grants of land as a reward for, or an inducement to obtain, works of public utility, instead of by the payment of money. The construction of a railway, such as that proposed, may be held however to be of sufficient importance to authorise a departure from this policy should the general objects of the two companies meet with your approval, but I have not considered myself competent to give any countenance to the supposition that so large a concession of Crown lands would be made to the company, and I have accordingly, and as being the mode least likely to cause delay in obtaining your decision on this question, reserved the Bill passed by the Legislative Council. By the Royal Charter the waste and unsettled lands within the Colony remain vested in the Crown, and grants of such lands are made by the Lieutenant Governor, with the advice of the Executive Council, but subject to the provisions of any law which is, or shall be in force, regulating the sale and disposal of such lands. I have also stated that I consider the privileges and rights conferred upon the coal company in reference to minerals, their working, manufacture, and exportation, as being too general; and I may add that it appears to me such exclusive powers conferred upon a company, although under a public law, are at variance with the intentions of Her Majesty's instructions, as declared in the 14th Article.

14. In order to obtain the development of a branch of commerce which, if not promoted by certain privileges, might not be entered upon for years to come, it may be politic to grant to a company willing to undertake such a work, concessions which would place them in a more favourable position than individuals may be, but I do not think this should extend to the imposition of an export tax on the public. The 12th clause of the law not only does this, but it further makes such impost payable to the company. If the expediency of such an export tax be conceded, it should, I would submit, at least be payable to the Treasury as part of the revenues of the Colony. The 21st article of my instructions from Her Majesty expressly declares that in all laws for levying money, or imposing fines, express mention shall be made that the same are granted and reserved to the Crown for the public uses of the Colony, and for the support of the Government thereof.

I have, &c.
(signed) *J. Scott.*

P.S.—Since writing this Despatch, I have received from the clerk of the Legislative Council a printed copy of the Report,* with the minutes of and the evidence taken before the Select Committee on the Railway Bills, which I beg to annex.

J. S.

Enclosure, No. 8.

* This Report and Evidence consists of upwards of 150 printed pages, and is, therefore, not reprinted, but is deposited in the Library of the House of Commons.

Enclosure 1, in No. 2.

Encl. 1, in No. 2.

(L. S.) (signed) *J. Scott.*

L A W,

(*Enacted by the Lieutenant Governor of Natal, with the advice and consent of the Legislative Council thereof,*)

For empowering the Natal Central Railway Company (Limited) to construct a Railway between the City of Pietermaritzburg and the Borough of Durban.

Preamble.

WHEREAS under a certain statute passed by the Imperial Parliament, and styled "The Companies Act, 1862," a company, called "The Natal Central Railway Company (Limited)," was duly incorporated with a nominal capital of 600,000 *l.* sterling, divided into 30,000 shares of 20 *l.* each, having for its object, amongst others, the making, maintaining, and working a trunk railway from the town of Durban to the town of Pietermaritzburg, in this Colony, with all proper stations, approaches, and works, and all necessary engines, carriages, machinery, and plant, and the doing of all such matters and things as shall be incidental or auxiliary to the attainment of the above objects, or any or either of them, or that may appear to the said company to be conducive thereto, or expedient to be done, or in connection therewith: And whereas it is necessary and expedient for the fulfilment of such objects, the execution, construction, and maintenance of said railway, and the accomplishment and maintenance of the same, that the said company so incorporated as aforesaid, should be invested and authorised by the Colonial Legislature of Natal to have, enjoy, exercise, possess, and be subject to certain powers, authorities, privileges, and liabilities, hereinafter set forth and contained:

Be it enacted by the Lieutenant Governor of Natal, with the advice and consent of the Legislative Council thereof, as follows:—

Meaning of words.

1. That the following words and expressions in this law shall have the several meanings hereby assigned to them, unless there be, either in the subject or context something repugnant to such construction: that is to say,—

Words respecting the singular number only shall include the plural number; and words importing the plural number only shall include the singular number;

Words importing the masculine gender only shall include females;

The word "company" shall mean the Natal Central Railway Company (Limited);

The word "lands" shall extend to all lands, messuages, houses, tenements, whether held under freehold grant from the Crown or under quit-rent tenure, or under lease;

The word "lease" shall include an agreement for a lease;

The word "month" shall mean a calendar month;

The word "oath" shall include affirmation, declaration, or caution, lawfully substituted for an oath by any law or ordinance in force in Natal;

The word "county" shall include any division of a county;

The word "sheriff" shall include deputy sheriff;

And when any matter in relation to any lands is required to be done by any sheriff, or by any clerk of the peace, the expression "sheriff," or the expression "clerk of the peace," shall in such case be construed to mean the sheriff or deputy sheriff, or the clerk of the peace for the county or division, or place, where such lands shall be situate;

The words "resident magistrate" or "justice of the peace" shall mean resident magistrate, or acting magistrate, or justice of the peace, acting for the county or division or place where the matter requiring the cognisance of any such resident magistrate or justice of the peace shall arise, and who shall not be interested in the matter;

The words "owner" or "parties" shall be understood to mean and include any person, or corporation, or public company, guardian, curator, or tutor, who under the provisions of this or any other law or ordinance in Natal would be enabled to sell and transfer lands to the promoters of this undertaking;

The word "directors" shall mean the directors for the time being of the Natal Central Railway Company (Limited), or a quorum of such directors;

The word "secretary," shall mean the secretary of said company, or the person for the time being acting in that office in Natal, or any person duly authorised by the company, or the substituted agent of the secretary;

When under the provisions of this law any notice shall be required to be given to the owner of any lands, or where any act shall be authorised or required to be done with the consent of any owner, the word "owner" shall be understood to mean any person or corporation who would be enabled to sell or transfer lands to the company;

The word "undertaking" shall mean the works or undertaking of the Natal Central Railway Company (Limited).

2. That

2. That the said Natal Central Railway Company (Limited), already duly incorporated under the provisions of the Imperial Statute of the United Kingdom of Great Britain and Ireland, properly cited as the "Companies Act, 1862," and their successors, executors, administrators, or assigns, subject to the said "Companies Act, 1862," or such of them as shall from time to time be possessed of any shares therein, and their successors, administrators, and assigns shall be, and they are hereby united into a company for the execution, carrying on, completing, and maintaining the said intended railway and other the hereinbefore specified objects of said company, according to the powers, rules, orders, directions, and provisions hereinafter set forth, and expressed of and concerning the said purposes and objects, and shall be one body politic and corporate, under and by the name of the Natal Central Railway Company (Limited), and by that name shall sue and be sued in any court of competent jurisdiction in this Colony, and shall have and use a common seal.

Natal Central Railway Company incorporated.

3. And the said company shall be and they are hereby authorised and empowered, by themselves, their deputies, agents, contractors, officers, secretary, workmen, or assigns, or any person or persons by them, or such agents, officers, or secretary empowered in that behalf to make, complete, construct, maintain, and conduct a railway, with stations, warehouses, and other proper works, conveniences, and all necessary sidings and appurtenances adjoining thereto or connected therewith, for the passage and transit of engines, carriages, wagons, trucks, and other necessary conveyances, commencing from the city of Pietermaritzburg, at the place delineated on the plan, and described on the copy of the plans deposited with the clerks of the peace. From the city of Pietermaritzburg to the borough of Durban, and passing through the town lands of Pietermaritzburg, Lamont's Vale, Uitvlucht, Uitzoek, Poortje. Umlaas, Lange-op-Dragen, Breda's Fontein, Susandale, Weltervreden, Vogel Fontein, Valsch Rivier, all situate in the county of Pietermaritzburg; the Umlaas Native Location, Amanzintote Mission Reserve, Isipingo, Clairmonte, Sea View, and town lands of the borough of Durban, all in the county or division of Durban, or, as may be found desirable on a re-survey, passing from the Suspension Bridge, Pietermaritzburg, through the town lands of Pietermaritzburg, New England, Ockert's Kraal, Government Outspan, Dadel Fontein, Vaal Kop, Camperdown, Portvie, and the Umlaas, to the River Umlaas, on the Farm Umlaas, in lieu of the town lands of Pietermaritzburg, Lamont's Vale, Uitvlucht, Uitzoek, Poortje, and the Umlaas, according to a dotted line marked on the aforesaid map, and shall terminate by a junction with the Natal Railway Company, at or near the western extremity thereof in the borough of Durban, as shown in the plans of the line and levels thereof, deposited with the clerk of the Legislative Council of this Colony.

Empowered to make railway.

4. And subject to the provisions hereinafter contained it shall and may be lawful for the said company to enter upon, take and use all lands that shall be necessary for that purpose.

And to take all land necessary for that purpose.

5. The company may, by its secretary, agree with the owners of any lands which may be required for the ordinary, or extraordinary purposes of the undertaking, and with all parties having any estate or interest in such lands, for the absolute purchase thereof, or any part thereof; and of all estates and interests in the lands, of what kind soever.

May agree for purchase of land.

6. It shall be lawful for all corporations, fiduciary heirs, or fidei commissary heirs, married women, married without community of goods, guardians, curators, or trustees under marriage settlements, or holding lands for native purposes, and all other trustees, executors, and administrators, and all parties being seised, possessed of, or entitled to the receipt of rents or profits of any such lands in possession, or subject to any lease, to sell, transfer, and convey the same, and all their right, title, interest, claim, and demand therein, to the company, and to enter into all necessary agreements for that purpose.

Persons having limited rights to land entitled to sell to company.

7. The purchase-money or compensation to be paid for any lands to be purchased or taken from any party under any disability or incapacity, and not having power to sell and transfer any lands, except under the provisions of this law, and the compensation to be paid for the taking of any such lands, and for any permanent damage or injury to any such lands, shall not, except where the same shall have been determined by the verdict of a jury, or by arbitration, be less than shall be determined by the valuation of two practical surveyors, one of whom shall be nominated by the secretary of the company, and the other by the other party; and if they cannot agree, then by such third surveyor as the supreme court shall, upon application of either party, after notice to the other, for that purpose nominate; and all such purchase-money or compensation shall be deposited with the master of the supreme court, for the benefit of the parties interested.

Value of such property and interest, to be fixed by arbitrators or a jury.

8. Any person entitled to dispose of, absolutely, for his own benefit, any lands authorised to be purchased for the purposes of this law, or any corporation, may grant any lease or leases of such lands, or any part thereof, to the company, in consideration of an annual rent-charge payable by the company: and it shall be lawful for the company to hold such lands under such lease or leases, and to enter into such usual covenants as may be necessary for the purposes of such lease.

Person entitled to dispose of his lands absolutely, may sell to company for annual rent-charge.

9. Such annual rents shall be charged on the tolls or rates, if any, payable under this law, and may be otherwise secured in such manner as may be agreed between the parties, or any corporation and the company, and shall be payable by the company at the time when such rents are made payable, and if not paid may be recovered by an action at law; and the goods and chattels of the company shall be liable to be levied and sold, in satisfaction of

Such annual rent to be charged on the tolls, and otherwise secured, as may be agreed.

of any judgment of any competent court, for such rent in arrear, and for the costs incurred in such action.

Company may sell lands.

10. It shall be lawful for the company, by its secretary, from time to time to sell and transfer any lands which they may have acquired for extraordinary purposes, or any part thereof, and again to purchase other lands of the same extent for the like purpose.

Not to purchase more than proscribed quantity of land.

11. The company shall not, by virtue of the power to purchase land for extraordinary purposes, purchase more than the prescribed quantity from any party under legal disability, or who would not be able to sell and transfer such lands, except under the powers of this law; and if the company purchase the said quantity of land from any party under such legal disability, and afterwards sell the whole or any part thereof, it shall not be lawful for any such party being under legal disability again to sell to the company any other lands in lieu of the lands so sold or disposed of by them.

To give a month's notice of their intention to take or purchase lands.

12. When the company shall require any lands which by this law they are authorised to purchase or take, they shall, by their secretary or attorney, give one month's notice thereof to the owners thereof, or to the parties enabled by this law to sell, transfer, or lease the same; and by such notice shall demand the particulars of their estate and interest therein, and of the claims made by them in respect thereof; and every such notice shall state the particulars of the land so required, and that the company is willing to treat for the purchase thereof, and as to the compensation to be made to all parties for the damage that may be sustained by them by reason of the execution of the works.

How such notices are to be served.

13. All notices required to be served by the company upon the parties interested in or entitled to sell any such lands, shall either be served personally on such parties, or left at their last usual place of abode; and, in case any such parties shall be absent from the Colony, all such notices shall also be left with the occupier of such land, or, if there be no occupier, shall be published in the "Government Gazette" of the Colony, and left with the registrar of deeds.

May be served at town clerk's office, at Durban or Pietermaritzburg, for service on corporation.

14. If service of such notice be required to be made on either of the corporations of Pietermaritzburg or Durban, service at the town clerk's office shall be a good service on such corporation, to be affected by such notice.

If party from whom the company desires to purchase land, cannot agree as to value or compensation, how it is fixed.

15. If, for 21 days after the service of the notice referred to in clause 12, any such party shall fail to state the particulars of his claim in respect of any such land, or to treat with the company in respect thereof, or if such party and the company shall not agree as to the amount of compensation to be paid for the interest in such lands belonging to such party, or which he is by this law enabled to sell, or for any damage that may be sustained by him by reason of the execution of the works, the amount of such compensation shall be settled in the manner hereinafter provided for settling cases of disputed compensation.

If value shall not exceed 50*l.*, resident magistrate of county where land situate may estimate the value.

16. If no agreement be come to between the company and the owners of, or parties by this law enabled to sell and convey, or lease any lands taken or required for, or injuriously affected by, the execution of the undertaking, or any interest in such lands as to the value of such lands, or of any interest therein, or as to the compensation to be made in respect thereof; and if in any such case the compensation claimed shall not exceed 50*l.*, the same shall be settled by the resident magistrate of the county in which such lands shall be situate.

If it exceeds 50*l.*, may be fixed by arbitrators, or by Supreme Court.

17. If the compensation claimed, or offered, in any such case shall exceed 50*l.*, and if the party or parties claiming compensation desire to have the same settled by arbitration, and signify such desire by notice in writing to the secretary of the company, stating in such notice the nature of the interest in respect of which such party or parties claim compensation, and the amount of the compensation so claimed, the same shall be so settled accordingly; but unless the party claiming compensation shall, as aforesaid, signify his desire to have the question of such compensation settled by arbitration, or if, when the matter shall have been referred to arbitration, the arbitrators, or their umpire, shall, for two months, have failed to make their or his award, or if no final award shall be made, the question of such compensation shall be settled by action to be instituted in the Supreme Court of the Colony of Natal.

Resident magistrate may summon parties before him.

18. It shall be lawful for the resident magistrate of the county in which any such lands may be situated, upon the application of either party, with respect to any question of disputed compensation by this law to be so settled, to summon the other party to appear before him at a time and place to be named in the summons; and upon the appearance of such parties, or in the absence of any of them, upon proof of due service of the summons, it shall be lawful for such magistrate to hear and determine such question, and for that purpose to examine such parties, or any of them, and their witnesses, upon oath; and the costs of every such inquiry shall be in the discretion of such magistrate, and he shall settle the amount thereof.

How arbitrators appointed.

19. When any question of disputed compensation, by this law authorised or required to be settled by arbitration, shall have arisen, then, unless both parties shall concur in the appointment of an arbitrator, each party, on the request of the other party, shall nominate and appoint an arbitrator, to whom such dispute shall be referred; and every appointment of

of an arbitrator shall be made on the part of the company under the hand of the secretary and on the part of any other party under the hand of such party, or his agent thereunto lawfully authorised, or if such party be a corporation aggregate, under the common seal of such corporation; and such appointment shall be delivered to the arbitrator, and shall be deemed a submission to arbitration on the part of the party by whom the same shall be made: and after any such appointment shall have been made, neither party shall have power to revoke the same without the consent of the other, nor shall the death of either party operate as a revocation. And if for the space of 14 days after any such dispute shall have arisen, and after a request in writing, in which shall be stated the matter so required to be referred to arbitration, shall have been served by the one party on the other party to appoint an arbitrator, such last-mentioned party fail to appoint such arbitrator, then, upon such failure, the party making the request, and having himself appointed an arbitrator, may appoint such arbitrator to act on behalf of both parties; and such arbitrator may proceed to hear and determine the matters which shall be in dispute, and in such case the award or determination of such single arbitrator shall be final.

If arbitrators die, or become incapable to act, another may be appointed.

20. If, before the matters so referred shall be determined, any arbitrator, appointed by either party, die or become incapable, the party by whom such arbitrator was appointed may nominate and appoint, in writing, some other person to act in his place; and if, for the space of seven days after notice in writing from the other party for that purpose, he fail to do so, the remaining or other arbitrator may proceed *ex parte:* and every arbitrator so to be substituted, as aforesaid, shall have the same powers and authorities as were vested in the former arbitrator at the time of such his death or disability as aforesaid, and for all intents and purposes shall be considered as if he were nominated as any such arbitrator.

Appointment of umpire.

21. When more than one arbitrator shall have been appointed, such arbitrators shall, before they enter upon the matters referred to them, nominate and appoint, by writing under their hands, an umpire to decide on any such matters on which they shall differ, or which shall be referred to him; and if such umpire shall die or become incapable to act, they shall forthwith, after such death or incapacity, appoint another umpire in his place, and the decision of every such umpire on the matter so referred to him shall be final.

When the court may appoint an umpire.

22. If, in either of the cases aforesaid, the said arbitrators shall refuse, or shall, for seven days after request of either party to such arbitration, neglect to appoint an umpire, the Supreme Court of the Colony of Natal shall, on the application of either party, appoint an umpire; and the decision of such umpire on the matters on which the arbitrators shall differ, which shall be referred to him, shall be final.

When a single arbitrator has been appointed and dies.

23. If, when a single arbitrator shall have been appointed, such arbitrator shall die or become incapable to act before he shall have made his award, the matters referred to him shall be determined by arbitration, in the same manner as if such arbitrator had not been appointed.

If one of several arbitrators neglect for seven days to proceed, the other may proceed *ex parte*.

24. If, when more than one arbitrator shall have been appointed, either of the arbitrators refuse, or for seven days neglect to act, the other arbitrator may proceed *ex parte*, and the decision of such other arbitrator shall be as effectual as if he had been the single arbitrator appointed by both parties.

If arbitrators neglect for 21 days to proceed, umpire may decide.

25. If where more than one arbitrator shall have been appointed, and where neither of them shall refuse or neglect to act as aforesaid, such arbitrators shall fail to make their award within 21 days after the day on which the last of such arbitrators shall have been appointed, or within such extended time (if any) as shall have been appointed for that purpose by both such arbitrators under their hands, the matters referred to them shall be determined by the umpire to be appointed as aforesaid.

Arbitrators or umpire may call for documents.

26. The said arbitrators, or their umpire, may call for the production of any document in the possession or power of either party, which they or he may think necessary for determining the question in dispute; and may examine the parties or their witnesses on oath, and administer the oaths necessary for that purpose.

Declaration to be subscribed by arbitrator and umpire.

27. Before any arbitrator or umpire shall enter into the consideration of any matters referred to him, he shall, in the presence of a justice of the peace, make and subscribe the following declaration, that is to say:—

> I, A. B., do solemnly and sincerely declare that I will faithfully and honestly, and to the best of my skill and ability, hear and determine the matters referred to me under the provisions of the law for empowering the Natal Central Railway Company (Limited) to construct a railway between the city of Pietermaritzburg and the borough of Durban.
>
> (signed) *A. B.*
>
> Made and subscribed in the presence of

And such declaration shall be annexed to the award when made; and if any arbitrator or umpire, having made such declaration, shall wilfully act contrary thereto, he shall be guilty of, and be liable to be prosecuted for the crime of perjury, and on conviction shall suffer all the pains and penalties imposed by law for the commission of such crime.

Costs of arbitration.

28. All the costs of any such arbitration, and incident thereto, to be settled by the arbitrators, shall be borne by the company, unless the arbitrators shall award the same, or a less sum, than shall have been offered by the company, in which case each party shall bear his own costs incident to the arbitration; and the costs of the arbitrators shall be borne by the parties in equal proportions.

Award to be in writing.

29. The arbitrators shall deliver their award, in writing, to the secretary of the company; and the said secretary shall retain the same, and shall forthwith on demand, at the company's expense, furnish a copy thereof to the other party to the arbitration, and shall at all times, on demand, produce the said award, and allow the same to be inspected or examined by such party, or any person appointed by him for that purpose.

Submission to such arbitration may be made a rule of court.

30. The submission to any such arbitration may be made a rule of the Supreme Court on the application of either of the parties. No award made with respect to any question referred to arbitration shall be set aside for irregularity or error in matter of form.

Company to give 10 days' notice before commencing legal proceedings.

31. Before the company shall commence legal proceedings in any court for settling any case of disputed compensation, they shall give no less than 10 days' notice to the other party of their intention to commence such legal proceeding, and in such notice the company shall state what sum of money they are willing to give for the interest in such lands sought to be purchased by them from such party, and for the damage to be sustained by him by the execution of the works.

A person summoned, refusing to give evidence before arbitrators or court of law, liable to a penalty of 10*l.*

32. If any person duly summoned to give evidence, either before arbitrators or a court of law, and to whom a tender of his reasonable expenses shall have been made, fail to appear at the time and place specified in the summons, without sufficient cause, or if any person, whether summoned or not, who shall appear as a witness, refuse to be examined on oath touching the subject-matter in question, every person so offending shall forfeit to the party aggrieved a sum not exceeding 10*l.*

How costs recoverable.

33. If any costs shall be payable by the company, and if within seven days after demand such costs be not paid to the party entitled to receive the same, they shall be recoverable by execution and sale; and if any such costs shall be payable by the owner of the lands or of any interest therein, the same may be deducted and retained by the company out of any money awarded to such owner, or determined by the valuation of a surveyor, under the provisions hereinafter contained; and the payment or deposit of the remainder, if any, of such money shall be deemed payment and satisfaction of the whole thereof, or if such costs shall exceed the amount of the money so awarded or determined, the excess shall be recoverable by execution.

Question of disputed compensation may be tried by a jury.

34. If either party desire any such questions of disputed compensation, as aforesaid, to be tried before a jury, such question shall be so tried, provided that notice of such desire be served on the opposite party, and the registrar or clerk of the court having jurisdiction to try cases by jury, where such case is to be tried; and thereupon such proceedings shall be had and taken as are usual and necessary in cases for trial before a jury in the Supreme Court.

Where owner of lands absent, court to appoint surveyor to value.

35. The purchase money, or compensation, to be paid for any lands to be purchased or taken by the company from any party who, by reason of absence from the Colony, is prevented from treating, or who cannot, after diligent inquiry, be found, shall be such as shall be determined by the valuation of such practical surveyor as the Supreme Court shall nominate for that purpose.

Appointment of surveyor.

36. The Supreme Court shall, upon application by the secretary of the company, and upon such proof as shall be satisfactory to it, that any such party is, by reason of absence from the Colony, prevented from treating, or cannot, after diligent inquiry, be found, nominate an able practical surveyor for determining such compensation; and such surveyor shall determine the same accordingly, and shall annex to his valuation a declaration in writing subscribed by him of the correctness thereof.

Declaration to be subscribed by surveyor.

37. Before such surveyor shall enter upon the duty of making such valuation as aforesaid, he shall make and subscribe the declaration following at the foot of such nomination, that is to say—

> I, A. B., do solemnly and sincerely declare, that I will faithfully, impartially, and honestly, according to the best of my skill and ability, execute the duty of making the valuation hereby referred to me.
>
> *A. B.*
>
> Made and subscribed in the presence of

And if any surveyor shall corruptly make such declaration, or, having made such declaration, shall wilfully act contrary thereto, he shall be guilty of, and be liable to be prosecuted for the crime of perjury; and on conviction shall suffer all the pains and penalties imposed by law for the commission of such crime. The said nomination and declaration shall be annexed to the valuation to be made by such surveyor, and shall be preserved together therewith by the company; and they shall, at all times, produce the said valuation, and other documents, on demand, to the owner of the lands comprised in such valuation, and to all other parties interested therein. All the expenses of, and incident to, every such valuation shall be borne by the company.

38. In

How the value of land to be estimated.

38. In estimating the purchase-money or compensation to be paid by the company in any of the cases aforesaid, regard shall be had by the Supreme or Magistrate's Court having jurisdiction, arbitrators or surveyors, as the case may be, not only to the value of the land to be purchased or taken by the company, but also to the damage, if any, to be sustained by the owner of the lands, by reason of the severing of the lands taken from the other lands of such owner, or otherwise injuriously affecting such other lands by the exercise of the powers of this law.

Owner of land returning may, disregarding surveyor's valuation, submit the question to arbitrators.

39. When the compensation payable in respect of any lands, or any interest therein, shall have been ascertained by the valuation of a surveyor, and deposited with the master of the Supreme Court, under the provisions herein contained, by reason that the owner of, or party entitled to convey such lands, or such interest therein as aforesaid, could not be found, or was absent from the Colony, if such owner or party shall be dissatisfied with such valuation it shall be lawful for him, before he shall have applied to the court for payment or investment of the monies so deposited under the provisions herein contained, by notice in writing to the company, to require the question of such compensation to be submitted to arbitration; and, thereupon, the same shall be so submitted accordingly, in the same manner as in other cases of disputed compensation hereinbefore authorised or required to be submitted to arbitration.

The arbitrators to decide whether or not sum deposited sufficient.

40. The question to be submitted to the arbitrators in the case last aforesaid shall be, whether the sum so deposited, as aforesaid, by the company was a sufficient sum, or whether any or what further sum ought to be paid or deposited by them.

If insufficient, company to deposit the deficiency within 14 days.

41. If the arbitrators shall award that a further sum ought to be paid or deposited by the company, the company shall pay or deposit, as the case may require, such further sums within 14 days after the making of such award, or, in default thereof, the same may be enforced by attachment, or recovered with costs, by action or suit in the Superior Court.

Costs of arbitration.

42. If the arbitrators shall determine that the sum so deposited was sufficient, the costs of and incident to such arbitration, to be determined by the arbitrators, shall be in the discretion of the arbitrators; but if the arbitrators shall determine that a further sum ought to be paid or deposited by the company, all the costs of and incident to the arbitration shall be borne by the company.

Compensation for damage may be estimated by arbitration or the Court, if exceeding 50 *l.*

43. If any party shall be entitled to any compensation in respect of any lands, or of any interest therein, which shall have been taken for or injuriously affected by the execution of the works, and for which the company shall not have made satisfaction under the provisions of this law, and if the compensation claimed in such case shall exceed the sum of 50 *l.*, such party may have the same settled either by arbitration or by some competent court, as he shall think fit; and if such party desire to have the same settled by arbitration, it shall be lawful for him to give notice in writing to the company of such his desire, stating in such notice the nature of the interest in such lands in respect of which he claims compensation, and the amount of the compensation so claimed therein; and unless the company be willing to pay the amount of compensation so claimed, and shall enter into a written agreement for that purpose within 21 days after the receipt of any such notice from any party so entitled, the same shall be settled by arbitration in the manner hereinbefore provided; or if the party so entitled as aforesaid desire to have such question of compensation settled by action at law, it shall be lawful for him to give notice in writing of such his desire to the company, stating such particulars as aforesaid; and unless the company are willing to pay the amount of compensation so claimed, and enter into a written agreement for that purpose, they shall, within 21 days after the receipt of such notice, call upon the other party to proceed by action at law, by notice in writing under the hand of the secretary, and in default thereof, the company shall be liable to pay to the party so entitled the amount of compensation so claimed, and the same may be recovered by him, with costs of action, in the Supreme Court.

Upon tender of payment, or depositing the same with the Master, company can apply for transfer.

44. Upon tender of payment to the owner, or deposit with the Master of the Supreme Court, of the purchase-money or compensation agreed or awarded to be paid in respect of any lands purchased or taken by the company, the owner of such lands (including in such term all parties by this law enabled to sell or convey lands), shall, when required to do so by the secretary of the company, duly transfer such lands to the company, or as they shall direct; and in default thereof, or if he fail to adduce a good title to such lands to the satisfaction of the said company, it shall be lawful for the Supreme Court, on the application of the secretary of the company, to order the Registrar of Deeds to transfer the same, and he is hereby authorised to transfer the same accordingly, and thereupon all the estate and interest in such lands of or capable of being sold and conveyed, by the party between whom and the company such agreement shall have been come to, or as between whom and the company such purchase-money or compensation shall have been determined, shall vest absolutely in the company; and as against such parties, and all parties on behalf of whom they are hereinbefore enabled to sell and transfer, the company shall be entitled to immediate possession of such lands.

If owner of lands refuses the price of compensation, or is absent, it may be deposited with the Master.

45. If the owner of any such lands purchased or taken by the company, or of any interest therein, on tender of the purchase-money or compensation either agreed or awarded to be paid in respect thereof, refuse to accept the same, or neglect to fail or transfer such lands, or the interest therein claimed by him, or if he refuse to transfer or release such lands as directed by the company, or if any such owner be absent from the colony, or cannot, after

after diligent inquiry, be found, or fail to appear before the Supreme Court, it shall be lawful for the company to deposit the purchase-money or compensation payable in respect of such lands, or any interest therein, with the Master of the Supreme Court, to the credit of the parties interested in such lands (describing them so far as the company can do), subject to the control and disposition of the said Court.

Court may order costs to be paid by company.

46. In all cases of money deposited with the Master of the Supreme Court, except where such monies shall have been so deposited by reason of the wilful refusal or neglect of any party entitled thereto to receive the same, or to transfer or release the lands in respect whereof the same shall be payable, it shall be lawful for the Court to order the costs of the following matters, including therein all reasonable charges and expenses incident thereto, to be paid by the company; that is to say, the costs of the purchase or taking of the lands, or which shall have been incurred in consequence thereof, other than such costs as are herein otherwise provided for, and the costs of the investment of such monies, and also the costs of obtaining the proper orders for any of the purposes aforesaid, and of the orders for the payment of the interest of the securities or rent of the property upon which such monies shall be invested, and for the payment out of Court of the principal of such monies, or of the securities whereon the same shall be invested, and of all proceedings relating thereto, except such as are occasioned by litigation between adverse claimants: Provided always, that the costs of one application only for investment in land shall be allowed, unless it shall appear to the Court that it is for the benefit of the parties interested in the said monies that the same shall be invested in the purchase of lands, in different sums; in which case it shall be lawful for the Court, if it think fit, to order the costs of such investments to be paid by the company.

Company not to enter upon lands, till they have paid or deposited the value.

47. The company shall not, except by consent of the owners and occupiers, enter upon any lands which shall be required to be purchased or permanently used for the purposes and under the powers of this law, until they shall either have paid to every party having any interest in such land, or deposited with the Master of the Supreme Court the purchase-money or compensation agreed or awarded to be paid to such parties respectively, for their respeective interest therein: Provided always, that for the purpose merely of surveying and taking levels of such lands, and of probing and boring to ascertain the nature of the soil, and of setting out the line of the works, it shall be lawful for the company, after giving not less than three nor more than 14 days' notice to the owner or occupiers thereof, to enter upon such lands without previous consent, making compensation for any damage thereby occasioned to the owners or occupiers thereof.

How company may enter upon lands, pending an agreement to settle value.

48. Provided always, that if the company shall be desirous of entering upon and using any such land before an agreement shall have been come to, or an award made, or judgment or verdict given for the purchase-money or compensation to be paid by them in respect of such lands, it shall be lawful for the company to deposit either the amount of purchase-money or compensation claimed by any party interested in or entitled to sell and convey such lands, and who shall not consent to such entry, or such a sum as shall, by a surveyor appointed in the manner hereinbefore provided in the case of parties who cannot be found, be determined to be the value of such lands, or of the interest therein, which such party is entitled or enabled to sell and transfer; and also to give to such party a bond, under the common seal of the company, in a penal sum equal to the sum so to be deposited, conditioned for payment to such party, or for deposit with the Master of the Supreme Court for the benefit of the parties interested in such lands, as the case may require, under the provisions herein contained, of all such purchase-money or compensation as may be determined to be payable by the company in respect of the land so entered upon, together with interest thereon, at the rate of 6 *l.* per centum per annum from the time of entering on such lands, until such purchase-money or compensation shall be paid to such party or deposited for the benefit of the parties interested in such lands; and upon such deposit by way of security being made, and such bond being delivered or tendered to such non-consenting party: it shall be lawful for the company to enter upon and use such lands, without having first paid or deposited the purchase-money or compensation in other cases required to be paid or deposited by them before entering upon any lands to be taken by them under the provisions of this law.

Company entering otherwise upon lands, liable to penalties.

49. If the company, or any of their contractors, shall, except as aforesaid, wilfully enter upon and take possession of any lands which shall be required to be purchased or permanently used for the purposes of the company, without such consent as aforesaid, or without having made such payment for the benefit of the parties interested in the lands, or such deposit by way of security as aforesaid, the company shall forfeit to the party in possession of such lands, the sum of 10 *l.* over and above the amount of any damage done to such lands by reason of such entry and taking possession, such penalty and damage respectively, to be recovered in any competent court: and if the company, or their contractors, shall, after conviction in such penalty, continue in unlawful possession of any such lands, the company shall be liable to forfeit the sum of 25 *l.* for every day they, or their contractors, shall so remain in possession, such penalty to be recoverable by the party in possession of such lands, with costs, by action in any competent court: Provided always, that nothing herein contained shall be held to subject the company to the payment of any such penalties as aforesaid, if they shall *bonâ fide*, and without collusion, have paid the compensation agreed or awarded to be paid in respect of the said lands, to any person whom the company may have reasonably believed to be entitled thereto; or shall have deposited the

the same with the Master of the Supreme Court for the benefit of the parties interested in the lands; or made such deposits by way of security in respect thereof, although such person may not have been legally entitled thereto.

A person cannot be required to sell a part of a house or manufactory, if willing to sell the whole.

50. No party shall at any time be required to sell or transfer to the company a part only of any house or other building or manufactory, if such party be willing and able to sell and transfer the whole thereof. If any lands, not being situate in a town or built upon, shall be so cut through and divided by the works as to leave, either on both sides or one side thereof, a less quantity of land than one acre, and if the owner of such small parcel of land require the company to purchase the same along with the other land required, the company shall purchase the same.

If railway intersects lands, company must provide roads and bridges, &c.

51. Where lands are intersected by the said intended railway, the company shall afford free and sufficient access to and from the lands so intersected, either by making and providing crossings on a level, or by bridges, or by making a roadway under the line, as shall be found most convenient as affording the fullest enjoyment and use of the lands so intersected to the party owning the same.

If piece of land less than acre cut off, company may purchase the same.

52. If any such land shall be so cut through and divided as to leave on either side of the works a piece of land of less extent than one acre, or of less value than the expense of making a bridge, culvert, or such other communication between the lands so divided as the company are compellable to make; and if the owner of such lands have not other lands adjoining such piece of land, and require the company to make such communication, then the company may require such owner to sell to them such piece of land; and any dispute as to the value of such piece of land, or as to what would be the expense of making such communication, shall be ascertained as herein provided for cases of disputed compensation; and on the occasion of ascertaining the value of the land required to be taken for the purposes of the works, the Court, or the arbitrators, as the case may be, shall, if required by either party, ascertain by their judgment, or verdict, or award, the value of any such severed piece of land, and also what would be the expense of making such communication.

If portion of mortgaged land only required for railway, mortgage restricted to remainder.

53. In every case in which any land is subject to a mortgage and the company requires only a portion of said land, the mortgagee of such land may consent that the portion of land so required by the company be transferred to the company, released from such mortgage, and the consent to the transfer and release of such portion of any lands so mortgaged shall in no way affect the rights of the mortgagee to the remainder of the land, and the mortgage shall remain and be in full force and effect for the sum due thereon, and interest as to the remainder of the lands, as if no consent to transfer had been given.

Where mortgagee does not consent to transfer portion, how compensation is to be settled.

54. In any case in which any land is subject to a mortgage, and the company requires only a portion of said land, and the mortgagee of such land does not consent to the transfer thereof, released from such mortgage, and although the owner of such land may consent to transfer the same to the company without any compensation, nevertheless the mortgagee may insist and demand that the value of, and compensation to be given for, that portion of the land so required by the company, and the value thereof, and the compensation for the same may be settled by the mortgagee and the company; and if the parties aforesaid disagree respecting the amount of such value or compensation, the same shall be determined as in all other cases of disputed compensation, and the amount of such value or compensation being so agreed upon or determined, shall be paid by the company to the mortgagee in satisfaction of his mortgage debt, in so far as the same may extend, and a memorandum of what shall have been so paid shall be written or endorsed on the mortgage bond, and shall be signed by the mortgagee, and a copy of such memorandum, if required, shall be furnished by the company to the owner of the land.

Upon payment or deposit of compensation, registrar of deeds may transfer without consent of mortgagee.

55. And upon payment of the amount of such value or compensation, so agreed upon or determined, the mortgagee is hereby required to release the portion of land so required by the company, and to consent to the transfer of the same. And if, upon tender of such value or compensation as aforesaid, the mortgagee refuse or neglect to consent to such transfer, then the secretary of the company may lodge the same with the Master of the Supreme Court to the credit of such mortgagee, and upon production of a certificate of such deposit, the registrar of deeds is hereby empowered and required to transfer the same without obtaining the consent of the mortgagee.

If the whole mortgaged land required, compensation applied to extinction of debt.

56. In any case in which all the land comprised in and affected by a mortgage bond, is required to be taken by the company, then the amount of compensation required to be paid by the company for the taking of such lands shall be applied as far as the same is required towards the payment of the mortgage debt and all interest due thereon, and the balance of such compensation money paid over to the owner of the land; and in any case where the amount of compensation offered by the company be paid for such land is not equal to the amount due on such mortgage bond, then the mortgagee shall, for the purpose of determining the same, as in all other cases of disputed compensation, be considered as the owner, and all the powers by this law given to owners in cases of disputed compensation, are hereby conferred on the mortgagee, who is hereby empowered in such cases to transfer the land in the same manner as if he were the owner thereof: Provided that where the compensation, when so agreed upon or determined, exceeds the amount due on the mortgage bond, then the mortgagee must pay over the surplus to the owner; provided always,

always, that it may be lawful for the owner, at any time before the compensation is agreed upon or determined, to redeem the mortgage bond, and then the same proceedings shall be had as in all other cases of disputed compensation.

Where mortgagee a minor, lunatic, or absent, compensation to be fixed as in other cases.

57. In any case in which any mortgagee shall be a minor or incapacitated from acting by lunacy, absence from the Colony, or from any other cause, then, in every such case, the same proceedings shall be had for the purpose of determining the purchase-money or compensation of any land, or portions of land, mortgaged to minors or incapacitated persons, as are by this law required to be had when the owners may be absent or incapacitated, and the amount when so ascertained, or so much thereof as may be required for the satisfaction of the mortgage bond, shall be deposited with the Master of the Supreme Court, and thereupon the Supreme Court, or any judge thereof, may order the registrar of deeds to transfer the same, freed and discharged from such mortgage.

Company not to pay quit-rent to Government.

58. The company shall not be charged or chargeable with the payment of any quit-rent to Government on any of the lands purchased by or transferred to them for the purposes of the railway, nor for the quit-rent due in respect of the respective farms through which the line of railway may be carried, but shall be transferred to them in such a manner as that they shall be the absolute owners thereof, in freehold tenure: Provided always, the Colonial Government shall have the same rights and remedies for payment and recovery of all rent reserved under any deed of grant of said lands against the remaining portion of said land not required for the construction of the railway; and all covenants, conditions, and agreements of such deed of grant shall remain in force with regard to that part of the land which shall not be required for the purpose of constructing the railway, in the same manner as they would have done in case such part only of the land had been originally alone included in the deed of grant.

Apportionment of rent where part of leasehold lands required for railway.

59. If any lands shall be comprised in a lease for a term of years unexpired, part only of which lands shall be required for the purposes of the company, the rent payable in respect of the lands comprised in such lease shall be apportioned between the lands so required and the residue of such lands, and such apportionment may be settled by agreement between the lessor and lessee of such lands on the one part, and the company on the other part; and if such apportionment be not so settled by agreement between the parties, such apportionment shall be settled by the resident magistrate of the county in which such lands are situate; and after such apportionment, the lessee of such lands shall, as to all future accruing rent, be liable only to so much of the rent as shall be so apportioned in respect of the lands not required for the purposes of this law; and as to the lands not so required, and as against the lessee, the lessor shall have all the same rights and remedies for the recovery of such portion of rent as previously to such apportionment he had for the recovery of the whole rent reserved by such lease; and all the covenants, conditions, and agreements of such lease, except as to the amount of rent to be paid, shall remain in force with regard to that part of the land which shall not be required for the purposes of the company, in the same manner as they would have done in case such part only of the land had been included in the lease.

Lessee entitled to compensation for damage.

60. Every such lessee as last aforesaid shall be entitled to receive from the company compensation for the damage done to him in his tenancy, by reason of the severance of the lands required from those not required, or otherwise, by reason of the execution of the works.

Compensation in the case of a yearly tenant.

61. If any such lands shall be in the possession of any person having no greater interest therein than as tenant for a year, or from year to year, and if such person be required to give up possession of any land so occupied by him before the expiration of his term or interest therein, he shall be entitled to compensation for the value of his unexpired term or interest in such lands, and for any just allowance which ought to be made to him by an incoming tenant, and for any loss or injury he may sustain; or if a part only of such lands be required, compensation for the damage done to him in his tenancy, by severing the lands held by him, or otherwise injuriously affecting the same; and the amount of such compensation shall be determined by the resident magistrate having jurisdiction, in case the parties differ about the same; and upon payment or tender of the amount of such compensation, all such persons shall respectively deliver up to the company, or to the persons appointed by them to take possession thereof, any such lands in their possession required for the purposes of the company.

Where compensation claimed by tenant, other than tenant at will, company may order production of lease.

62. If any party having a greater interest than as tenant at will claim compensation in respect of any unexpired term or interest under any lease or grant of any such lands, the company may require such party to produce the lease or grant in respect of which such claim shall be made, or the best evidence thereof in his power; and if, after demand made in writing by the company, such lease or grant, or such best evidence thereof, be not produced within 21 days, the party so claiming compensation shall be considered as a tenant holding only from year to year, and be entitled to compensation accordingly.

Company's powers of compulsory purchase of lands, limited to three years.

63. The powers of the company for the compulsory purchase or taking of land shall not be exercised after the expiration of three years from the passing of this law.

Company must give compensation to all parties interested.

64. In exercising the power given by this law, the company shall make to the owners and occupiers of, and all other parties interested in any lands taken or used for the purposes of the railway, or injuriously affected by the construction thereof, full compensation for the value

value of the lands so taken or used, and for all damage sustained by such owners, occupiers, and other parties, by reason of the exercise, as regards such lands, of the powers by this law vested in the company.

Rectification of erroneous description of lands in railway plans.

65. If any omission, mis-statement, or erroneous description shall have been made of any lands, or of the owners, lessees, or occupiers of any lands described on the plans of the railway deposited with the Clerk of the Legislative Council or Clerks of the Peace, it shall be lawful for the company, after giving 10 days' notice to the owners of the lands affected by such proposed correction, to apply to the Colonial Secretary for the correction thereof; and if it shall appear that such omission, misstatement, or erroneous description arose from mistake, he shall certify the same accordingly, and he shall in such certificate state the particulars of any such omission, and in what respect any such matter shall have been misstated or erroneously described: and such certificate shall be deposited with the Clerks of the Peace of the several counties in which the lands affected thereby shall be situate; and such certificates shall be kept by such Clerks of the Peace respectively, along with the other documents to which they relate; and thereupon such plan shall be deemed to be corrected according to such certificate; and it shall be lawful for the company to make the works in accordance with such certificate.

Company may deviate from levels.

66. In making the railway it shall be lawful for the company to deviate from the levels of the railway, as referred to the common datum line described in the section deposited with the Clerk of the Legislative Council, in such manner as may be found expedient.

Viaducts or tunnels marked on plan to be made.

67. Where in any place it is intended to carry the railway on an arch or arches, or other viaduct, as marked on the said plan or section, the same shall be made accordingly; and where a tunnel is marked on the said plan or section, as intended to be made at any place, the same shall be made accordingly, unless the owner, lessees, and occupiers of the land in which such tunnel is intended to be made, shall consent that the same shall not be so made.

Company may alter gradients, &c.

68. It shall be lawful for the company to deviate from, or alter, the gradients, curves, tunnels, or other engineering works described in the said plan or section: Provided such deviation shall be certified by the Lieutenant Governor, with the advice of the Executive Council, to be consistent with the public safety, and not prejudicial to the public interest.

May diminish the radius of curves in plan.

69. It shall be lawful for the company to diminish the radius of any curve described in the said plan, to any extent which shall leave a radius of not less than half a mile or to any further extent authorised in writing by the Lieutenant Governor, with the advice of the Executive Council.

May make tunnel instead of cutting.

70. It shall be lawful for the company to make a tunnel, not marked on the said plan or section, instead of a cutting, or a viaduct instead of a solid embankment, if authorised in writing by the Lieutenant Governor, with the advice of the Executive Council.

May deviate from line.

71. It shall be lawful for the company to deviate from the line delineated on the plans so deposited, provided that no such deviation shall extend to a greater extent in passing through a town, village, or lands continuously built upon, than 10 yards, or elsewhere to a greater extent than 100 yards, from the said line, unless authorised in writing by the Lieutenant Governor, with the advice of the Executive Council aforesaid, who in the latter case may authorise a deviation to the extent of one mile.

Works which company may execute.

72. Subject to the provisions of this law, it shall be lawful for the company, for the purpose of constructing the railway or the accommodation works connected therewith, to execute any of the following works, that is to say,—

They may make or construct, in, upon, across, under, or over, any lands, or any streets, hills, valleys, roads, rivers, brooks, streams, or other waters, within the lands described in the said plans, such temporary or permanent inclined ways, passages, conduits, drains, piers, arches, cuttings, and fences, as they may think proper.

They may alter the course of any rivers not navigable, brooks, streams, or watercourses, and of any branches of navigable rivers, such branches not being themselves navigable, within such lands, for the purpose of constructing and maintaining tunnels, bridges, passages, or other works over or under the same; and divert, alter—as well temporarily as permanently—the course of any such rivers or streams of water, roads, streets, or ways, or raise or sink the level of any such rivers or streams, roads, streets, or ways, in order the more conveniently to carry the same over or under or by the side of the railway, as they may think proper: Provided that all such intended diversions or alterations of the course of any rivers or streams, as well as the original course, be laid down on the plans so deposited as aforesaid.

They may make drains or conduits into, through, or under any lands adjoining to the railway, for the purpose of conveying water from or to the railway.

They may erect or construct such houses, warehouses, offices, and other buildings, yards, stations, wharves, engines, machinery, apparatus, and other works and conveniences as they may think proper.

They may, from time to time, alter, repair, or discontinue, the before-mentioned works, or any of them, and substitute others in their stead; and

They may do all other acts necessary for making, maintaining, altering, or repairing and using the railway.

Provided always, that, in the exercise of the powers by this law granted, the company shall do as little damage as can be, and shall make full satisfaction, in manner herein provided, to all parties interested for all damage by them sustained by reason of the exercise of such powers.

Company not to construct works where the sea ebbs and flows, without Her Majesty's consent.

73. The company shall not construct on the shore of the sea, or of any creek, bay, arm of the sea, or navigable river communicating therewith, where, and so far up the same as the tide flows and reflows, any work, or construct any railway or bridge across any creek, bay, arm of the sea, or navigable river, where and so far up the same as the tide flows and reflows, without the previous consent of Her Majesty, her heirs and successors, and then only according to such plan, and under such restrictions and regulations as Her Majesty, her heirs, and successors, may approve of; such said consent and approval being signified in writing to the said company by or through the Lieutenant Governor; and where any such work, railway, or bridge, shall have been constructed, it shall not be lawful for the company, at any time, to alter or extend the same, without obtaining, previously to making any such alteration or extension, the like consents or approvals; and if any such work, railway, or bridge, shall be commenced or completed contrary to the provisions of this law, it shall be lawful for the Lieutenant Governor to abate and remove the same, and to restore the site thereof to its former condition at the cost and charge of the company; and the amount thereof may be recovered in the same manner as a penalty is recoverable against the company.

Penalty for wilfully obstructing railway *employées*.

74. If any person wilfully obstruct any person acting under the authority of the company in the lawful exercise of their power, in setting out the line of the railway, or pull up or remove any poles or stakes driven into the ground for the purpose of so setting out the line of railway, or deface or destroy any marks made for the same purpose, he shall on conviction forfeit a sum not exceeding 5 *l.* for every such offence.

When company may enter on lands, without previous payment or tender.

75. Subject to the provisions herein contained, it shall be lawful for the company, at any time, without making any previous payment, tender, or deposit, to enter upon any lands within the prescribed limits, or if no limits be prescribed, not being more than 200 yards distant from the centre of the railway; and to occupy the said lands so long as may be necessary for the construction or repair of that portion of the railway, or of the accommodation works connected therewith, and to use the same for any of the following purposes, that is to say:—

For the purpose of taking earth or soil by side cuttings therefrom;

For the purpose of depositing spoil thereon;

For the purpose of obtaining materials therefrom for the construction or repair of the railway, or such accommodation works; or

For the purpose of forming roads thereon to or from, or by the side of the railway.

When company may dig for materials, &c.

76. And in exercise of the powers aforesaid, it shall be lawful for the company to deposit, and also to manufacture and work upon such lands, materials of every kind used in constructing the railway, and also to dig and take from out of any such lands, any clay, stone, gravel, sand, or other things that may be found therein useful or proper for constructing the railway, or any such roads as aforesaid; and for the purpose aforesaid, to erect thereon workshops, sheds, and other buildings of a temporary nature.

Company must give notice before entering upon such lands, in order to take materials.

77. In case any such lands shall be required for spoil banks, or for side cuttings, or for obtaining materials for the construction or repair of the railway, the company shall, before entering thereon (except in case of accident to the railway, requiring immediate reparation), give 14 days' notice in writing to the owners and occupiers of such lands, of their intention to enter upon the same for such purposes; and in case the said lands are required for any of the other purposes hereinbefore mentioned, the company shall (except in the cases aforesaid) give 10 days' like notice thereof. The said notice shall either be served personally on such owners and occupiers, or left at their last usual place of abode, if any such can, after diligent inquiry, be found, and in case any such owner shall be absent from the Colony, or cannot be found after diligent inquiry, shall also be left with the occupier of such lands, or, if there be no such occupier, shall be published in the "Government Gazette." In any case in which a notice of 14 days shall be given, it shall be lawful for the owner or occupier of the lands therein referred to, within seven days after the service of such notice, by notice in writing to the company, to object to the company making use of such lands, either on the ground that the lands proposed to be taken for the purposes aforesaid, or some part thereof, or of the materials contained therein, are essential to be retained by such owner in order to the beneficial enjoyment of other neighbouring lands belonging to him, or on the ground that other lands lying contiguous or near to those proposed to be taken, would be more fitting to be used for such purposes by the company, and upon objection being so made, such proceedings may be had as hereinbefore mentioned in the case of compensation for land taken, and the court, having jurisdiction therein, shall make such order thereon as it shall deem necessary and proper.

Must give security to be approved of by resident magistrate.

78. Before entering upon any such lands as shall be required for spoil banks or for side cuttings, or for obtaining materials for forming roads, the company shall, if required by the owner or occupier thereof, seven days before the expiration of the notice, take such lands, as hereinbefore mentioned, find two sufficient persons, to be approved of by a magistrate,

magistrate, in case the parties differ, who shall enter into a bond to such owner or occupier in a penalty of such amount as shall be approved of by such magistrate, in case the parties differ, conditioned for the payment of such compensation as may become payable in respect of the same in manner hereinbefore mentioned.

Must work lands according to direction of owner's surveyor, or resident magistrate.

79. If any land shall be taken or used by the company for the purpose of getting materials therefrom for the construction or repair of the railway, or the accommodation works connected therewith, they shall work the same in such manner as the surveyor or agent of the owner of such land shall direct, or, in case of disagreement between such surveyor or agent and the company, in such manner as the resident magistrate of the county or division shall direct, on the application of either party, after notice of the hearing the application shall have been given to the other party.

Must pay the value of crops, &c.

80. In all cases where the company shall take temporary possession of lands, it shall be incumbent on the company, within one month after their entry upon such lands, upon being required so to do, to pay to the occupier of the said lands the value of any crops that may be thereon, as well as full compensation for any other damage of a temporary nature which may be sustained by reason of their so taking possession of his lands; and shall pay to such owner or occupier, or deposit with the Master of the Supreme Court for the benefit of all parties interested, as the case may require, compensation for all permanent or other loss, damage, or injury that may have been sustained by them by reason of the exercise, as regards the said lands, of the powers herein given to the company, including the full value of all clay, stone, gravel, sand, and other things taken from such lands.

Amount and application of compensation, how determined.

81. The amount and application of the purchase-money and other compensation payable by the company in any of the cases aforesaid, shall be determined in the manner herein provided for determining the amount and application of the compensation to be paid for lands taken.

Purposes for which company may purchase other lands.

82. It shall be lawful for the company, in addition to the lands authorised to be compulsorily taken by them, to contract with any party willing to sell the same, for the purchase of any land adjoining or near to the railway, not exceeding in the whole 200 acres, for extraordinary purposes; that is to say—

For the purpose of making and providing additional stations, yards, wharves, and places for the accommodation of passengers, and for receiving, and depositing, and loading or unloading goods or cattle to be conveyed upon the railway, and for the erection of weighing machines, toll-houses, offices, warehouses and other buildings and conveniences.

For the purpose of making convenient roads or ways to the railway, or any other purpose which may be requisite or convenient for the formation or use of the railway.

If railway crosses roads, company to keep sufficient gates, &c.

83. If the line of railway cross any now or hereafter to be authorised road or public highway, it shall be lawful for the company to carry the railway across the same on the level, but the company shall erect, and at all times maintain good and sufficient gates across such road, on each side of the railway, where the same shall communicate therewith, and shall employ proper persons to open and shut such gates; and such gates shall be kept constantly closed across such road, on both sides of the railway, except during the time when horses, cattle, carts or carriages, passing along the same, shall have to cross such railway; and such gates shall be of such dimensions and so constructed as, when closed, to fence in the railway, and prevent cattle or horses passing along the road from entering upon the railway; and the person entrusted with the care of such gates shall cause the same to be closed as soon as such horses, cattle, carts, or carriages shall have passed through the same, under a penalty of 40 *s.* for every default therein: Provided always, and it shall be lawful for the Lieutenant Governor, in any case in which he, with the advice of the Executive Council, shall be satisfied that it will be more conducive to the public safety that the gates on any level crossing over any such road should be kept closed, across the railway, to order that such gates shall be kept so closed, instead of across the road; and in such case, such gates shall be kept constantly closed across the railway, except when engines or carriages passing along the railway shall have occasion to cross such road, in the same manner and under the like penalty as above directed with respect to the gates being kept closed across the road: Provided that, on application being made to the Lieutenant Governor for an exemption from making the gates above referred to, the company may be exempted from making such gates during the pleasure of the Lieutenant Governor, with the advice of the Executive Council.

Lieutenant Governor may order gates to be closed.

Trains to slacken their speed on arriving at such roads.

84. Where the railway crosses any road on a level adjoining a station, all trains on railway shall be made to slacken their speed before arriving at such road; and shall not cross the same at any greater rate of speed than four miles an hour; and the company shall be subject to all such rules and regulations with regard to such crossings as may from time to time be made and proclaimed by the Lieutenant Governor of the colony.

Company to keep sufficient gates or handrails at crossings.

85. If the railway shall cross any highway, other than a public carriage way, on the level, the company shall at their own expense make, and at all times maintain convenient ascents and descents, and other convenient approaches, with handrails or other fences, and shall, if such highway be a bridleway, erect and at all times maintain good and sufficient gates, and if the same shall be a footway, good and sufficient gates or stiles on each side of the railway where the highway shall communicate therewith.

And watering places for cattle.

86. The company shall make, and at all times thereafter maintain, for the accommodation of the owners and occupiers of lands adjoining the railway proper watering places for cattle, where by reason of the railway the cattle of any person occupying any lands lying near thereto shall be deprived of access to their former watering places; and such watering places shall be so made as to be at all times as sufficiently supplied with water as theretofore, and as if the railway had not been made, or as nearly so as may be, and the company shall make all necessary watercourses and drains for the purpose of conveying water to the said watering places.

But not so as to obstruct the railway.

87. Provided always, that the company shall not be required to make such works in such a manner as would prevent or obstruct the working or using of the railway, nor to make any works with respect to which the owners and occupiers of the lands shall have agreed to receive and shall have been paid compensation instead of the making of them.

Company may buy mines under railway.

88. If the owner, lessee, or occupier of any mines or minerals lying under the railway, or any of the works connected therewith, or within 100 yards therefrom, be desirous of working the same, such owner, lessee, or occupier shall give to the company notice in writing of his intention so to do 30 days before the commencement of working; and upon the receipt of such notice it shall be lawful for the company to cause such mines to be inspected; and if it appear to the company that the working of such mines or minerals is likely to damage the works of the railway, and if the company be willing to make compensation for such mines or any part thereof to such owner, lessee, or occupier thereof, then he shall not work nor get the same; and if the company and such owner, lessee, or occupier do not agree as to the amount of such compensation, the same shall be settled as in other cases of disputed compensation.

Owner working such mines to indemnify the company.

89. If before the expiration of such 30 days the company do not state their willingness to treat with such owner, lessee, or occupier for the payment of such compensation, it shall be lawful for him to work the said mines or any part thereof for which the company shall not have agreed to pay compensation, so that the same be done in a manner proper and necessary for the beneficial working thereof, and according to the usual manner of working such mines; and if any damage or obstruction be occasioned to the railway or works by improper working of such mines, the same shall be forthwith repaired or removed, as the case may require, and such damage made good by the owner, lessee, or occupier of such mines or minerals, and at his own expense; and if such repair or removal be not forthwith done, or if the company shall so think fit, without waiting for the same to be done by such owner, lessee, or occupier, it shall be lawful for the company to execute the same, and recover from such owner, lessee, or occupier the expense occasioned by action in any court of competent jurisdiction.

And company to indemnify owner of mines.

90. The company shall, from time to time, pay to the owner, lessee, or occupier of any such mine extending so as to lie on both sides of the railway, all such additional expenses and losses as shall be incurred by such owner, lessee, or occupier, by reason of the severance of the lands lying over such mines by the railway, or of the continuous working of such mines being interrupted, as aforesaid, or by reason of the same being worked in such manner, and under such restrictions, as not to prejudice or injure the railway; and for any minerals not purchased by the company, which cannot be obtained by reason of making and maintaining the railway; and if any dispute or question shall arise between the company and such owner, lessee, or occupier, as aforesaid, touching the amount of such losses or expenses, the same shall be settled by arbitration.

Company may inspect mines.

91. For better ascertaining whether any such mines are being worked, or have been worked, so as to damage the railway or works, it shall be lawful for the company, after giving 24 hours' notice in writing, to enter upon any lands through or near which the railway passes, wherein any such mines are being worked, or are supposed so to be; and to enter into and return from any such mines or works connected therewith; and for that purpose it shall be lawful for them to make use of any apparatus or machinery belonging to the owner, lessee, or occupier of such mines, and to use all necessary means for discovering the distance from the railway to the parts of such mines which are being worked or about so to be.

Penalty, if inspection refused.

92. If any such owner, lessee, or occupier of any such mine shall refuse to allow any person appointed by the company for that purpose to enter into and inspect any such mines or works in manner aforesaid, every person so offending shall, for every such refusal, forfeit to the company a sum not exceeding 20 *l.*

Company may order or construct works necessary for safe working of such mines.

93. If it appear that any such mines have been worked contrary to the provisions of this law, the company may, if they think fit, give notice to the owner, lessee, or occupier thereof to construct such works, and to adopt such means as may be necessary or proper for making safe the railway and preventing injury thereto; and if, after such notice, any such owner, lessee, or occupier do not forthwith proceed to construct the works necessary for making safe the railway, the company may themselves construct such works, and recover the expense thereof from such owner, lessee, or occupier, by action at law.

Company's stores to be duty free.

94. All engines, rails, plant, machinery, coals, and other articles required for the construction or for the working of the railway, shall, until the completion thereof, be admitted into the colony free of custom duty and of all other Government dues.

95. The

Company to employ locomotives.

95. The company may use and employ locomotive engines or other moving power, and carriages and wagons to be drawn or propelled thereby; and to carry and convey upon the railway all such passengers and goods as shall be offered to them for that purpose, and to make such reasonable charges in respect thereof as they may from time to time determine upon, not exceeding the tolls by the schedules to this law annexed, authorised to be taken by them: Provided that the tolls by the schedules to this law annexed shall be liable from time to time to be revised and altered by order of the Lieutenant Governor, with the advice of the Executive Council, so long as any payments continue to be made to the company by the Colonial Government by way of guarantee.

Charges.

Governor may alter charges.

Company may contract with Natal Railway Company for passage along their lines.

96. The company may from time to time enter into any contract with the Natal Railway Company, for the passage over or along the Natal Railway, of any engines, coaches, wagons, or other carriages, upon the payment of such tolls, and under such conditions and restrictions as may be mutually agreed upon; and, for the purpose aforesaid, it shall be lawful for the respective parties to enter into any contract for the division or appointment of the tolls to be taken upon their respective railways: Provided always, that every such contract shall be assented to and approved of by the Lieutenant Governor, with the advice of the Executive Council, and that the tolls shall not be less than the minimum charges authorised to be taken by the schedules to this law annexed.

Company to be liable and to have the privileges of carriers.

97. Nothing in this law contained shall extend to charge or make liable the company further or in any other case than where, according to law, common carriers would be liable, nor shall extend in any degree to deprive the company of any protection or privilege which common carriers may be entitled to; but, on the contrary, the company shall at all times be entitled to the benefit of every such protection and privilege: Provided also, that the company shall not be liable for the loss of or injury to any article or articles or property of the description following, that is to say,—gold or silver coin, or any gold or silver in a manufactured or unmanufactured state, or any precious stones, jewellery, watches, clocks, or timepieces of any description, trinkets, bills, notes of any bank, orders, notes, or securities for the payment of money, English or foreign, stamps, maps, writings, title-deeds, paintings, engravings, pictures, gold or silver plate, or plated articles, glass, china, silk (in a manufactured or unmanufactured state), and whether wrought up or not wrought up with other materials, furs or lace, or any of them, contained in any parcel or package which shall have been delivered either to be carried for hire, or to accompany the person of any passenger on the company's line of railway, when the value of such article or articles, or property aforesaid, contained in such parcel or package shall exceed the sum of 10 *l.*, unless at the time of delivery thereof, at the office, warehouse or receiving-house of the company, or to their bookkeeper or other servant, for the purpose of being carried or of accompanying the person of any passenger as aforesaid, the value and nature of such article or articles, or property, shall have been declared by the person or persons sending or delivering the same, and such increased charge as hereinafter mentioned, or an engagement to pay the same be accepted by the person receiving such parcel or package.

Exceptions.

Goods exceeding 10 *l.* value to be declared.

Company may charge additional rate.

98. As often as any parcel or package containing any of the articles above specified, shall be so delivered, and its value and contents declared as aforesaid, and such value shall exceed the sum of 10 *l.*, it shall be lawful for the company to demand and receive an increased rate of charge, to be notified by some notice affixed in legible characters, in some public or conspicuous part of the office, warehouse, or other receiving-house, where such parcels or packages are received by them for the purpose of conveyance, stating the increased rates of charge required to be paid over and above the ordinary rate of carriage, as a compensation for the greater risk and care to be taken for the safe conveyance of such valuable articles; and all persons sending or delivering parcels or packages containing such articles as aforesaid at such office shall be bound by such notice without further proof of the same having come to their knowledge.

Company not to be bound by valuation put on such parcels.

Notification of charges.

99. The company shall not be bound as to the value of any such parcel or package as aforesaid by the value so declared as aforesaid, but they shall in all cases be entitled to require from the party suing in respect of any loss thereof or injury thereto, proof of the actual value of the contents by other evidence, and the company shall be liable for such damages only as shall be so proved, not exceeding the declared value together with the increased charges before mentioned.

Damage to animals.

Notification.

100. No greater damages shall be recovered from the company for the loss of or for any injury done to any animals beyond the sums hereinafter mentioned; that is to say, for any horse 30 *l.*; for any neat cattle, per head, 10 *l.*; for any sheep or goat, per head, 1 *l.*; and for any pig, per head, 3 *l.*, unless the person sending or delivering the same to the company's servants shall at the time of such delivery have declared them to be respectively of higher value than as above mentioned, in which case it shall be lawful for the company to demand and receive, by way of compensation for the increased risk and care they occasioned, a reasonable per-centage upon the excess of the value so declared above the respective sums so limited as aforesaid, and which shall be paid in addition to the ordinary rate of charge: Provided that such per-centage, or increased rate of charge, shall be duly notified; Provided also, that the proof of the value of such animals, articles, goods, and things, and the amount of the injury done thereto, shall in all cases lie upon the person claiming compensation for such loss or injury.

101. The

Working arrangements.

101. The company shall manage, regulate, work, and use their railway, and every portion thereof, in a proper and safe manner, and according to the system of management from time to time adopted on the generality of English railways for the conveyance of passengers, animals, minerals, goods, merchandize, and other traffic whatsoever on the railway, and the reception, accommodation, and delivery of the traffic whatsoever, and in all other respects duly keep the same open for the convenient and safe use thereof by the public.

Must employ competent persons.

102. The company shall engage and employ on and about their railway, and every portion thereof, such a number of competent and careful managers, station-masters, clerks, engine-drivers, stokers, guards, pointsmen, watchmen, porters, labourers, and other officers and servants, as shall be proper and sufficient for the efficient and safe management and working of the same, and the proper accommodation of the public with reference thereto.

Locomotives, &c., to be in good condition.

103. The company shall provide and maintain in complete repair, and in an efficient working state and good condition, and employ and use for all purposes of the traffic whatsoever on the railway, and the general accommodation of the public with reference thereto, all such locomotive and other engines, and other power, horses, carriages, trucks, carts, machinery, apparatus, utensils, implements, and things whatsoever, as shall be fully adequate in that behalf.

To afford facilities to the public.

104. The company shall afford all reasonable facilities for the receiving, forwarding, and delivery of traffic upon and from the railway, and shall not make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or company, or any particular description of traffic, in any respect whatsoever, nor shall subject any particular person or company, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Rates to be charged equally.

105. All tolls, fares, or rates for passengers or goods shall be at all times charged equally to all persons, and after the same rate, whether per ton, per mile, or otherwise, in respect of all passengers, and of all goods or carriages of the same description, and no reduction or advance in any such tolls, fares, or rates, shall be made, either directly or indirectly, in favour of, or against any, particular company or person travelling upon or using the railway, except as hereafter provided.

Scale for soldiers, militia, and volunteers.

106. Whenever it shall be necessary to move at the public expense any of the officers or soldiers of Her Majesty's forces, or any officers or men of any militia or volunteer corps, or of the police corps, by the said railway, the said company shall and are hereby required to permit such forces respectively, their wives, widows, and children, their baggage, stores, arms, ammunition, and other necessaries and things, to be conveyed at the usual hours of starting, at fares or charges not exceeding 2*d.* per mile for each commissioned officer, such officer being entitled to conveyance in a first-class carriage, and not exceeding 1*d.* for each mile for each soldier or private in any militia or volunteer corps or police force, and also for each wife, widow, or child above 12 years of age entitled by competent authority to be sent to their destination at the public expense, children under three years of age, so entitled, being taken free of charge, and children of three years of age or upwards, but under 12 years of age, so entitled, being taken at half the price of an adult; and such soldiers or privates as aforesaid, their wives, widows, and children, so entitled, shall be conveyed in carriages which shall be provided with seats, with sufficient space for the reasonable accommodation of the persons conveyed, and which shall be protected against the weather: Provided also, that every officer conveyed shall be entitled to take with him 1 cwt. of personal luggage without extra charge, and every soldier or private in any such aforesaid force, and every wife or widow, shall be entitled to take with him or her ½ cwt. of personal luggage without extra charge, all excess of the above weights of personal luggage being paid for at the rate of not more than ½ *d.* per pound; and all public luggage, stores, arms, ammunition, and other necessaries and things, shall be conveyed at charges not exceeding 2*d.* per ton per mile, the assistance of the military or other forces being given in loading and unloading such goods. On conviction of any contravention by the said company of this clause, the said company shall be liable to a penalty not exceeding 200 *l.*

Penalty.

Government mails.

107. The said company shall be required to convey all Government mails by the said railway by any of the trains when called upon so to do, together with any officer or officers appointed or employed by the Postmaster General to be in charge thereof, and shall receive and deliver the said Government mails at such places on the said railway as the Postmaster General may direct; and for this purpose the said company shall at its own cost provide such accommodation for the safe and efficient conveyance of the said mails and the officer in charge thereof as the said Postmaster General shall deem sufficient and satisfactory. The rate of remuneration to be paid by the Government to the said company for the conveyance of the said mails shall be fixed from time to time by the Lieutenant Governor, with the advice of the Executive Council, but shall not in any case exceed the sum of 500 *l.* per annum. On conviction of any contravention of the provisions of this clause by the company, the said company shall be liable for each contravention to a penalty not exceeding 20 *l.*

Penalty.

Legislature may regulate the above.

108. Nothing in the two last preceding clauses contained shall be taken to prevent the Legislature of this Colony from passing at any future time any general law to regulate the conveyance by railway of Government mails, or Her Majesty's troops and stores, or the militia or volunteer forces of the Colony.

109. The

109. The said company may carry and convey on and over the said Central Railway all railway plant and coals and other minerals, the property of the Natal Coal Company, at such rates and charges as the said companies may from time to time fix and determine, provided such rates and charges be first approved by the Lieutenant Governor, with the advice of the Executive Council. To convey coal company's property, &c. Rate.

110. The company shall duly ascertain and keep full, true, and perfect accounts of all passengers, animals, minerals, goods, merchandise, and other traffic whatsoever, conveyed upon their railway, or any part thereof, and of all the receipts, credits, payments, and liabilities in respect of the management, regulation, maintenance, repair, insurance, working, and uses of the railway, and the reception, accommodation, transmission, and delivery of the traffic thereon, and of their receipts and credits from all other sources, and their payments and liabilities on all other accounts; and the accounts to be so kept shall comprise all such names, places, dates, numbers, distances, quantities, qualities, weights, measure, and other particulars, as shall be proper and sufficient for the full elucidation thereof; and such company shall duly obtain and preserve all such vouchers and documents and other evidence as shall be proper and sufficient for the verification of the accounts to be so kept. To keep accurate accounts.

111. If, on demand, any person fail to pay the tolls due in respect of any carriage or goods, it shall be lawful for the company to detain and sell such carriage, or all or any part of such goods, or if the same shall have been removed from the premises of the company, to detain and sell any other carriages or goods within such premises belonging to the party liable to pay such tolls; and out of the monies arising from such sale to retain the tolls payable as aforesaid, and all charges and expenses of such detention and sale, rendering the overplus, if any, of the monies arising by such sale, and such of the carriages or goods as shall remain unsold, to the person entitled thereto, or it shall be lawful for the company to recover any such tolls by action at law. Company may detain and sell goods for non-payment of rates.

112. If any person travel, or attempt to travel, in any carriage of the company, or party using the railway, without having previously paid his fare, and with intent to avoid payment thereof,—or if any person, having paid his fare for a certain distance, knowingly and wilfully proceed in any such carriage beyond such distance, without previously paying the additional fare for the additional distance, and with intent to avoid payment thereof,—or if any person knowingly and wilfully refuse or neglect, on arriving at the point to which he has paid his fare, to quit such carriage, every such person shall for every such offence on conviction forfeit to the company a sum not exceeding 40 *s.* Penalty for defrauding company.

113. If any person be discovered either in or after committing or attempting to commit any such offence as in the preceding clause mentioned, all officers and servants and other persons on behalf of the company, or such other company or party as aforesaid, and all constables, gaolers, and peace officers may lawfully apprehend and detain such person, until he can conveniently be taken before some resident magistrate, or until he be otherwise discharged by due course of law. Person defrauding may be apprehended.

114. No person shall be entitled to carry, or require the company to carry, upon the railway any aquafortis, oil of vitriol, gunpowder, lucifer matches, or any other goods which in the judgment of the company may be of a dangerous nature; and if any person send by the railway any such goods without distinctly marking their nature on the outside of the package containing the same, or otherwise giving notice in writing to the bookkeeper or other servant of the company with whom the same are left at the time of so sending, he shall, on conviction, forfeit to the company 20 *l.* for every such offence; and it shall be lawful for the company to refuse to take any parcel that they may suspect to contain goods of a dangerous nature, or require the same to be opened, to ascertain the fact. Company not to be required to carry dangerous articles.

115. If any collector of tolls, or other officer employed by the company, be discharged, or suspended from his office, or die, abscond, or absent himself, and if such collector or other officer, or the wife, widow, or any of the family, or representatives of any such collector or other officer, refuse or neglect, after seven days' notice in writing for that purpose, to deliver up to the company, or to any person appointed by them for that purpose, any station, dwelling-house, office, or other building, with its appurtenances, or any books, papers, or other matters belonging to the company in the possession or custody of any such collector or officer at the occurrence of any such event as aforesaid, then, upon application being made by the company to any resident magistrate, it shall be lawful for such resident magistrate to order any constable, with proper assistance, to enter upon such station or other building, and to remove any person found therein, and to take possession thereof, and of any such books, papers, or other matters, and to deliver the same to the company or any person appointed by them for that purpose. *Employée* of company dying or absenting himself, &c., his representatives to give up company's property.

116. Any officer or agent of the company, or any constable, and all such persons as they may call to their assistance, may seize and detain any engine-driver, guard, porter, or other servant in the employ of the company, who shall be found drunk while employed upon the railway, or who shall commit any offence against any of the bye-laws, rules, or regulations of the company, or shall wilfully, maliciously, or negligently do or omit to do any act whereby the life or limb of any person passing along, or being upon the railway or the works thereof, shall be or might be injured or endangered, or whereby the passage of any of the engines, carriages, or trains shall be or might be obstructed or impeded; and to convey such engine-driver, guard, porter, or other servant so offending, or any person counselling, aiding, or assisting in such offence, with all convenient dispatch before the nearest *Employée*, drunk, or contravening bye-laws, may be apprehended.

nearest or most convenient resident magistrate, without any other warrant or authority than this law; and every such person so offending, and every person counselling, aiding, or assisting therein, as aforesaid, shall, when convicted before such resident magistrate (who is hereby authorised and required, upon complaint to him made upon oath, without information in writing, to take cognizance thereof, and to act summarily in the premises) in the discretion of such magistrate, be imprisoned, with or without hard labour, for any term not exceeding two calendar months, or, in the like discretion of such magistrate, shall, for every such offence, on conviction, forfeit to the Crown, for the use of the Colonial Treasury, any sum not exceeding 10 *l.*; and in default of payment thereof, shall be imprisoned, with or without hard labour, as aforesaid, for such period, not exceeding two calendar months, as such magistrate shall appoint; such commitment to be determined on payment of the amount of the penalty.

Penalties.

Company to make regulations.

117. It shall be lawful for the company from time to time to make regulations for the following purposes; that is to say:—

For regulating the mode by which, and the speed at which carriages using the railway are to be moved or propelled;

For regulating the times of the arrival and departure of any such carriages;

For regulating the loading or unloading of such carriages, and the weights which they are respectively to carry;

For regulating the receipt and delivery of goods and other things which are to be conveyed upon such carriages;

For preventing the smoking of tobacco, and the commission of any other nuisance, in or upon such carriages, or in any of the stations or premises occupied by the company;

And generally for regulating the travelling upon or using and working of the railway.

And bye-laws.

And for the better enforcing the observance of any or all of such regulations, it shall and may be lawful for the said company to make bye-laws, and by such bye-laws to impose any penalty not exceeding 5 *l.*, and from time to time to repeal or alter such bye-laws, provided the same be not in conflict with the laws of the Colony or the provisions of this law.

Bye-laws, &c., to be affixed to a board at station.

118. And the company shall cause the short particulars of the several offences for which the punishment or penalty is provided by this law, or by any bye-law affecting persons other than the shareholders, officers, or servants of the company, and of the amount of every such penalty, to be painted on a board, or printed upon paper and pasted thereon, in the English and Dutch languages; and shall cause such board to be hung up or affixed on some conspicuous part of the principal place of business of the company; and where any of such penalties are of local application, shall cause the boards to be affixed in some conspicuous place in the immediate neighbourhood to which such penalties are applicable or have reference; and such particulars shall be renewed as often as the whole, or any part thereof, is obliterated or destroyed.

Penalty for pulling down board, &c.

119. If any person pull down or injure any board put up or affixed, as required by this law for the purpose of publishing any bye-law or penalty, or shall obliterate any of the letters or figures thereon, he shall on conviction forfeit for every such offence a sum not exceeding 5 *l.*, and shall defray the expenses attending the restoration of such board.

Bye-laws to be forwarded to Governor for approval.

120. No bye-law, rule, or regulation, other than those for the regulation of the officers and servants of the company, made by the company under the provisions of this law, shall have any force or effect until two months after a true copy of such bye-law, rule, or regulation, certified under the hand of the secretary of the company, shall have been forwarded to the Lieutenant Governor of the Colony, for submission to his Executive Council, unless the Lieutenant Governor shall, before such period, have signified, with the consent of his Executive Council, his approbation thereof.

Governor may disallow bye-laws, &c.

121. The Lieutenant Governor may, with the consent of the Executive Council, at any time either before or after any bye-law, rule, or regulation, shall have been submitted to them as aforesaid, notify to the company the disallowance thereof; and in case the same shall be in force at the time of disallowance, the time at which it shall cease to be in force. And no bye-law, rule, or regulation, which shall be disallowed shall have any force or effect whatever; or if it shall be in force at the time of such disallowance, it shall cease to have any force or effect at the time limited in the notice of such disallowance, saving in so far as any penalty may have been incurred already under the same.

Offenders may be detained till distress issued.

122. It shall be lawful for any resident magistrate to order any offender so convicted, as aforesaid, to be detained and kept in safe custody, until return can conveniently be made to the warrant of distress to be issued for levying such penalty or forfeiture and costs, unless the offender give sufficient security, by way of recognizance or otherwise, for his appearance before him on the day appointed for such return, such day not being more than eight days from the time of taking such security; and if, before issuing such warrant of distress, it shall appear, by the admission of the offender or otherwise, that no sufficient distress can be had within the jurisdiction of such court, whereon to levy such penalty or forfeiture and costs, or if such warrant shall have been issued, and upon the return thereof such insufficiency shall be made to appear, then such court shall by warrant cause such offender to be committed to gaol, there to remain, without bail, for any term not exceeding three months, unless such penalty or forfeiture and costs be sooner paid and satisfied.

And committed to gaol if penalty not paid.

123. The

123. The court by whom any such penalty or forfeiture shall be imposed may, where the application thereof is not otherwise provided for, award not more than one-half thereof to the informer, and shall award the remainder to the Crown to be paid into the Colonial Treasury. One-half may be awarded to informer.

124. If through any act, neglect, or default, on account whereof any person shall have incurred any penalty imposed by this law, any damage to the property of the company shall have been committed by such person, he shall be liable to make good such damage, as well as to pay such penalty; and the amount of such damages shall, in case of dispute, be determined by the court by whom the party incurring such penalty shall have been convicted; and on non-payment of such damages, the same shall be levied by distress, and such court shall issue its warrant accordingly. Offenders also liable in damages.

125. If any person shall unlawfully and maliciously put, place, cast or throw upon or across the railway, any wood, stone, or other matter or thing, or shall, unlawfully and maliciously, take up, remove, or displace any rail, sleeper, or other matter or things belonging to the railway, or shall, unlawfully and maliciously, turn, move, or divert any points or other machinery belonging thereto, or shall unlawfully or maliciously make or show, hide or remove, any signal or light upon or near to the railway, or shall, unlawfully and maliciously do, or cause to be done, any other matter or thing, with intent, in any of the cases aforesaid, to obstruct, upset, overthrow, injure, or destroy any engine, tender, carriage, or truck, or to endanger the safety of any person travelling or being upon such railway, every such offender shall be guilty of *crimen de injuriâ*, and, being convicted thereof, shall be liable, at the discretion of the court, to be imprisoned for any term not exceeding 10 years, with or without hard labour. Persons placing obstructions, &c. on railway, guilty of *crimen de injuriâ*. 10 years' imprisonment.

126. If any person shall, unlawfully and maliciously, cast, throw, or cause to fall or strike at, against, into, or upon, any engine, tender, carriage, or truck used upon the railway, any wood, stone, or other matter or thing, with intent to injure or endanger the safety of any person being in or upon such engine, tender, carriage or truck, every such offender shall be guilty of *crimen de injuriâ*. and, being convicted thereof, shall be liable, at the discretion of the court, to be imprisoned for any term not exceeding 10 years, with or without hard labour. Throwing missiles at carriages, to be guilty of *crimen de injuriâ*.

127. If any person shall, unlawfully and maliciously, set fire to any station, engine-house, warehouse, or other building, belonging or appertaining to the railway, every such person shall be guilty of store-burning, and, being convicted thereof, shall suffer all the pains and penalties imposed by law for the commission of such crime; and if any person shall, unlawfully and maliciously, set fire to any goods or chattels, being in any building, the setting fire to such is made store-burning by this law, every such offender shall be guilty of store-burning, and, being convicted thereof, shall suffer all the pains and penalties imposed by law for the commission of such crime. Persons setting fire to station, &c. of goods, to be guilty of store-burning.

128. It shall be lawful for any person whatsoever to apprehend any person who shall be found committing any offence under the three preceding sections of this law, and to convey him, or deliver him, to some constable or other peace officer, in order to his being conveyed, as soon as conveniently may be, before a justice of the peace, to be dealt with according to law. Offenders may be apprehended.

129. If any person liable to be apprehended under the preceding section of this law, shall assault or offer any violence to any person by law authorised to apprehend or detain him, or by any person acting in his aid and assistance, every such offender shall, on being convicted thereof, be liable to be imprisoned, with or without hard labour, for any term not exceeding three years. Offenders assaulting officers.

130. Any summons or notice, or any writ or other proceeding at law, requiring to be served upon the company, may be served by the same being left at, or transmitted through, the post, directed to the principal office of the company in Natal, or one of the principal offices where there shall be more than one, or being given or transmitted through the post, directed to the secretary, or, in case there be no secretary, the solicitor of the company in Natal. Summons, &c., against company, may be served at or transmitted by post, to principal office of company.

131. If any party shall have committed any irregularity or trespass, or other wrongful proceeding in the execution of this law, or by virtue of any power or authority hereby given, and if, before action brought in respect thereof, such party make tender of sufficient amends to the party injured, such last-mentioned party shall not recover in any such action; and if no such tender shall have been made, it shall be lawful for the defendant, by leave of the court where such action shall be pending, at any time before issue joined, to pay into court such sum of money as he shall think fit, and thereupon such proceedings shall be had as in other cases where defendants are allowed to pay money into court. *Employée*, &c., sued under this law, may tender amends to party injured. Effect of so doing.

132. Every penalty or forfeiture imposed by this law, or by any bye-law, made in pursuance thereof, the recovery of which is not otherwise provided for, may be recovered by summary proceeding in any competent court; and on complaint being made a summons shall be issued requiring the party complained against to appear before the court, at a time and place to be named in such summons; and every such summons shall be served on the party offending, either in person or by leaving the same with some inmate at his usual place of abode; and if there be no inmate, by affixing the same on the door; and upon the Penalties to be recovered summarily.

the appearance of the party complained against, or in his absence, after proof of the due service of such summons, it shall be lawful for the court to proceed to the hearing of the complaint, and that although no information in writing or in print shall have been exhibited; and upon proof of the offence, either by the confession of the party complained against, or upon the oath of one credible witness or more, it shall be lawful for such court to convict the offender, and upon such conviction to adjudge the offender to pay the penalty or forfeiture incurred, as well as costs attending the conviction, as the court may think fit.

Distress to be issued.

133. If forthwith, upon any such adjudication as aforesaid, the amount of the penalty or forfeiture, and of such costs as aforesaid, be not paid, the amount of such penalty and costs shall be levied by distress and sale.

Distress may issue against treasurer of company, if amount do not exceed 20 *l.*

134. If any such sum shall be payable by the company, and if sufficient goods of the company cannot be found whereon to levy the same, it may, if the amount thereof do not exceed 20 *l.*, be recovered by distress of the goods of the treasurer of the said company; and the court, having jurisdiction, on application shall issue their warrant accordingly; but no such distress shall issue against the goods of such treasurer, unless seven days' previous notice in writing, stating the amount so due, and demanding payment thereof, have been given to such treasurer or left at his residence: and if such treasurer pay any money under such distress as aforesaid, he may retain the amount so paid by him, and all costs and expenses occasioned thereby, out of any money belonging to the company, coming into his custody or control, or he may sue them for the same.

Informalities not to vacate proceedings.

135. No proceeding, in pursuance of this law, shall be quashed or vacated for want of form.

False evidence, perjury.

136. Any person who, upon any examination upon oath, under the provisions of this law, shall wilfully and corruptly give false evidence, shall be liable to the penalties of wilful and corrupt perjury.

Penalties to belong to Government.

137. All penalties, fines, or forfeitures imposed under this law, or by any bye-law herein authorised to be made, shall be paid to Her Majesty, her heirs, and successors, and, unless remitted, shall be applied for the public uses of the Colony and the support of the Government thereof.

New line of railway to be surveyed.

138. Whereas evidence has been given before a Select Committee of the Legislative Council, by which it is alleged a better line or route of railway than the line or lines in the third section of this law set forth can be found; and whereas it is expedient that the said Natal Central Railway Company (Limited) should not be empowered to commence or construct the line of railway herein authorised until such other line or lines shall have been surveyed: Be it therefore enacted, that it shall be incumbent on the said company, before the 31st day of December 1865, to cause surveys to be made, in such full and satisfactory manner as shall be approved by the Lieutenant Governor, of such other line or lines of railway running through or near and between such places as the colonial engineer, under the instructions of the Lieutanant Governor, shall name and select; also to cause detailed estimates to be made of the cost of constructing such line or lines, such estimates to be based on the schedule of prices already laid before the Legislative Council by the agent of the Natal Central Railway Company; such detailed surveys and estimates to be then submitted to the Colonial railway engineer, who shall, with as little delay as possible, report to the Lieutenat Governor on such surveys, and generally on the relative advantages and disadvantages of the several alternative lines. Such report shall be then laid before the Legislative Council at its next ensuing Session, or, if necessary, at an extraordinary Session, if such should be necessary, and the Council shall then finally determine which of the said several lines shall be carried out: Provided, that if the Legislative Council should not make any selection out of these alternative routes during the Session when the Colonial Railway Engineer's report shall be brought before them, then the company shall be empowered and authorised to construct such line of railway as the Lieutenant Governor may determine; or should the Lieutenant Governor fail to select any line, then the company shall be empowered to construct the line of railway described and authorised by this law, subject to the conditions of the law commonly known as the Guarantee Law: Provided also, that the line sanctioned as aforesaid by the Legislative Council or by the Lieutenant Governor should not require for its construction a larger outlay than the one described in this law.

At expense of company.

139. The survey of the new line or lines, as in the last preceding section mentioned, and all other matters and things connected therewith, shall be performed and done by and at the cost of the said company: Provided, however, that should any such new line or route not be approved and adopted, then in such case the costs of the said survey shall be repaid to the said company by the Lieutenant Governor out of the revenues of the Colony.

Governor may repay such expense to company.

Amount to be ascertained by arbitration.

140. Should the Government be liable to pay the cost of the said survey under the provisions of the last preceding section, and should any dispute arise between the Government and the said company as to the reasonableness or otherwise of the sum claimed by the said company for and in respect to such said survey, such issue or matter in dispute shall be referred to the arbitration of two persons, one to be appointed by the Lieutenant Governor, and the other by the said company; and should the arbitrators so appointed fail to agree, they shall be and are hereby authorised to appoint an umpire, and any decision given on the matter referred by the said arbitrators or by the umpire appointed as above provided, as the case may be, shall be final and binding on the Government and the said company.

141. Nothing

141. Nothing in this law contained shall be deemed to affect or to apply to any right, title, or interest of Her Majesty, her heirs, or successors, or of any body or bodies corporate or politic, or of any person or persons, excepting such as are mentioned in this law, and those claiming by, from, or under them respectively. Her Majesty's right not to be affected.

142. This law shall be taken to be a public law, and shall be noticed as such in all judicial Courts in this Colony, and shall commence and take effect from and after the publication thereof in the "Government Gazette" of this Colony. A public law.

NATAL CENTRAL RAILWAY.

SCHEDULE of CHARGES for the Carriage of Passengers, Cattle, Coals, and various kinds of Merchandise.

Passengers, per Mile.	Cattle, per Mile.	Coals, per Ton per Mile.	Manure, Lime, Composition, per Ton per Mile.	Sugar, Corn, Timber, Grain, per Ton per Mile.	Manufactured Goods, Cotton, Wools, per Ton per Mile.
	d.				
1st Class - 4 *d.*	Horses - 4		1st Class.	2d Class.	3d Class.
	Horned cattle 3	2 *d.*			
2d Class - 3					
	Sheep - 1		4 *d.*	6 *d.*	8 *d.*
3d Class - 2					
	Pigs - 1				

Note.—The above charges are presuming that the railway is 70 miles long. If a shorter line—say of 55 miles in length—should be adopted, the above maximum charges would require alteration, so as to make up the charge for the whole distance to an average of about 1 *l.* 10 *s.* per ton.

NATAL CENTRAL RAILWAY.

	Passengers' Fares.—Per Mile.			Say for 70 Miles.		
	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.
Minimum below which the Government cannot reduce -	*d.* 3	*d.* 2	*d.* 1	*s.* *d.* 17 6	*s.* *d.* 11 8	*s.* *d.* 5 10

The reduction within the limits above mentioned to be effected according to the following principle :—

When the dividends of the company exceed 6 per cent., $\frac{1}{4}$ is to be deducted.
Ditto - - ditto - - - 8 ditto $\frac{1}{4}$ - ditto.
Ditto - - ditto - - - 10 ditto $\frac{1}{4}$ - ditto.
Ditto - - ditto - - - 12 ditto $\frac{1}{4}$ - ditto.

Given at Government House, this 26th day of September 1864.

By command of his Excellency the Lieutenant Governor,

(signed) *D. Erskine,*
Colonial Secretary.

(L. S.)

I CERTIFY that the foregoing is a true transcript of a law, intituled, "For empowering the Natal Central Railway Company (Limited), to construct a Railway between the City of Pietermaritzburg and the Borough of D'Urban," enacted by the Lieutenant Governor of the Colony of Natal, by and with the advice and consent of the Legislative Council thereof, on the 26th day of September 1864.

Given under my hand and the public seal of the Colony, this 31st day of October 1864.

J. Scott, Lieutenant Governor.

Enclosure 2, in No. 2.

Encl. 2, in No 2.

(L. S.) (signed) *J. Scott.*

L A W,

(*Enacted by the Lieutenant Governor of Natal, with the advice and consent of the Legislative Council thereof,*)

For empowering the Natal Coal Company to Purchase and take on Lease Lands for Mining Purposes; to carry on Mining Operations; to Construct and Maintain a Railway from Pietermaritzburg to the Coal Districts in the County of Klip River; to purchase, sell, hold, own, and charter Ships for the Exportation of Minerals; and for conferring on the Company certain Privileges and Concessions.

Preamble.

WHEREAS, on or about the 31st day of July 1863, certain two resolutions were proposed and carried by the Legislative Council of Natal, in Council assembled, holding out certain inducements, concessions, and privileges, for the developing of the mineral resources of the Colony, and for the construction and maintenance of a line of railway for the carriage of minerals, and other general traffic. And whereas certain persons have taken the necessary steps for associating themselves, under the name of the Natal Coal Company, and are desirous and willing to carry into effect the objects above mentioned, on having secured to, and conferred on, them the concessions, privileges, advantages, and rights contained in the above-mentioned resolutions. And whereas, with a view to facilitate and accomplish such an undertaking, it is advisable to secure to, and confer on, a company, in addition to the usual powers conferred upon mining and railway companies, such or so many of, the concessions, privileges, advantages, and rights offered in the said resolutions, with such modifications therein, as may be deemed reasonable and necessary.

Be it therefore enacted by the Lieutenant Governor of Natal, with the advice and consent of the Legislative Council thereof, as follows:—

Meanings of words.

1. That the following words and expressions in this law shall have the several meanings hereby assigned to them, unless there be, either in the subject or context, something repugnant to such construction. That is to say: Words respecting the singular number only shall include the plural number; and words importing the plural number only, shall include the singular number: words importing the masculine gender only shall include females: the word "lands" shall extend to all lands, messuages, houses, and tenements, whether held under freehold grant from the Crown or under quit-rent tenure, or under lease: the word "lease" shall include an agreement for a lease: the word "month" shall mean a calendar month: the word "oath" shall include affirmation, declaration, or caution, lawfully substituted for an oath by any law or ordinance in force in Natal: the word "county" shall include any division of a county: the word "sheriff" shall include deputy sheriff: and when any matter in relation to any lands is required to be done by any sheriff, or by any clerk of the peace, the expression "sheriff," or the expression "clerk of the peace," shall, in such case, be construed to mean the sheriff or deputy sheriff, or the clerk of the peace, for the county or division, or place, where such lands shall be situate: the words "resident magistrate" or "justice of the peace" shall mean resident magistrate, or acting resident magistrate, or justice of the peace, acting for the county or division or place where the matter requiring the cognizance of any such resident magistrate or justice of the peace shall arise, and who shall not be interested in the matter: the words "owners" or "parties" shall be understood to mean and include any person, or corporation, or public company, guardian, curator, or tutor, who under the provisions of this or any other law or ordinance in Natal would be enabled to sell and transfer lands: when under the provisions of this law any notice shall be required to be given to the owner of any lands, or where any act shall be authorised or required to be done with the consent of any owner, the word "owner" shall be understood to mean any person or corporation who would be enabled to sell or transfer lands: the word "company" shall mean the Natal Coal Company, namely:—Thomas Russell Crampton, 12, Great George-street, Westminster; Honourable Francis Drummond, Delvine, Dunkeld; Sir James D. H. Elphinstone, M.P., 45, Onslow-square, Brompton; James T. Mackenzie, 41, Threadneedle-street; William Miller, M.P., 135, Piccadilly; M. E. Rodocanachi & Co., 29, Finsbury-circus; M. H. Weikersheim & Co., London and Vienna; and others, who either now are, or shall hereafter become shareholders in the said company: the word "directors" shall mean the directors for the time being of the Natal Coal Company, or a quorum of such directors: the word "secretary" shall mean the secretary of the said company, or the person for the time being acting in that office in Natal, or any person duly authorised by the company, or the substituted agent of the secretary: the word "undertaking" shall mean the works or undertaking of the said company.

Compulsory powers of acquiring lands to company, not to apply to acquisitions other than for construction of railway.

2. That with regard to the purchase of lands required by the company for purposes other than those necessary for the construction of the line of railway, it shall be lawful for the company to acquire the same by purchase in the usual manner; and none of the compulsory

compulsory powers given by this Bill for the purchase, leasing, or otherwise acquiring land necessary for the construction of the said line of railway, shall be deemed or taken to extend to such cases.

Company or secretary may bargain for sale or lease of lands.

3. It shall be lawful for the company, or their secretary, to agree with the owners of any lands which shall, from time to time, be required for the purposes of carrying on mining operations thereon, or for any purpose which may be specified or set forth in their memorandum of association, for the absolute purchase or lease of any such lands, or such parts thereof, as they shall think proper, and of all estates and interests of what kind soever in such lands, and to hold to themselves and their assigns, in freehold, quit-rent, or leasehold tenure, all such lands as the company may have acquired as aforesaid.

Lawful for persons who cannot otherwise sell or lease lands, to sell or lease to company.

4. It shall be lawful for all corporations, public companies, chartered or otherwise, unless specially prevented by their act of incorporation or their charter, fiduciary heirs, fidei commissary heirs, married women married without community of goods, guardians, curators, or trustees under marriage settlements, or holding land for native purposes, and all other trustees, executors, and administrators, being under any incapacity to sell or lease lands, to sell, transfer land, lease lands, and all their right, title, and interest therein to the company, or their secretary, and to enter into all necessary agreements for that purpose: Provided always, that in every case in which by the laws in force in this Colony the consent of the Lieutenant Governor, or of the Supreme Court, or of any other person whatsoever, is required to the sale or lease of same, no valid transfer or lease of any such land shall be executed until such consent is given.

Consent necessary.

Company may sell or lease lands.

5. It shall be lawful for the company, any of the lands acquired as in the two preceding sections mentioned, to sell, alienate, transfer, grant, mortgage, charge, exchange or lease, or otherwise deal with for any estate, or interest therein, from time to time, and in such manner as the directors of the said company may think fit: Provided always, that all acts, deeds of transfer, mortgage bonds, and other bonds, and leases, proper for registration, shall be passed by the secretary, when duly authorised by the company, by general authority under the corporate seal of the company, or by his attorney, duly authorised in that behalf.

When company entitled to mines and minerals.

6. The company shall be entitled to all mines of coal, culm, tin, copper, lead, iron, slate, and of all other minerals, except precious stones and metals, under any land purchased by them under Section 3 of this law, and under all lands that may be granted to, or be purchased by, them from the Colonial Government: Provided always, that where in any deed of grant to land under whatsoever tenure mines or minerals are reserved in whole or in part, the said company shall not be entitled to own or work for any mines or minerals so expressly reserved.

Company may work all mines and execute all necessary works.

7. The said company shall be, and they are hereby empowered, by their secretary, their deputies, agents, officers, and workmen, to dig, cut, quarry, sink, and make gear, shafts, drifts, trenches, water-gates, and water-courses, and to carry on and execute all works, and other acts, and things, and matters necessary for the working, raising, procuring, conducting, and managing the said mines and minerals, on all lands their property; and to erect, set-up, and build such mills, houses, stables, lodges, sheds, and all other machinery or buildings as shall be needful or convenient for the due and proper working, maintenance, and raising of mines and minerals; and to do and perform all acts and things necessary to do in and about the carrying on of mining operations, or anything incidental or ancillary thereto.

Company may construct a railway.

8. That the said company shall be, and they are hereby authorised and empowered, by themselves, their deputies, agents, contractors, officers, secretary, workmen, or assigns, or any person or persons by them, or such agents, officers, or secretary empowered in that behalf to make, complete, construct, and maintain a railway, with stations, warehouses, and other proper works, conveniences, and all necessary sidings and appurtenances adjoining thereto or connected therewith, for the passage and transit of engines, carriages, wagons, trucks, and other necessary conveyances, commencing at or near the city of Pietermaritzburg at the station of the Natal Central Railway Company, forming a junction therewith, and passing from, in, through, or into the several lands, or hereditaments, or tenements following, or some of them, that is to say, the town lands of Pietermaritzburg, Plessis Laager, Edendale, the Zwart Kop Location, Groot Vley Weltevreden, abutting on the town lands of Lidgetton, the farm Geelhoutboom, Boschfontein, Widdals, Onverwacht, into the county of Weenen, through Crown Lands, the farms Roode Poort Spruit, Wagen Drift, to the township of Estcourt, and thence though the farm Zaay Laager, across the little Bushman's River, through the farm Wilgen Spruit, Crown Lands, Bergvelt, Crown Lands, the farm Varken's Fontein and the farm Labuschagnies Kraal to the township of Colenso, and terminating at some point beyond the river Tugela, in the county of Klip River: and thence constructing a mineral line, passing through the farm Langverwacht, Davel Hoek, Brak Fontein, across the Klip River, and through the farms Modder Spruit, Vlaakplaats, Chiappini's Farm, Zwart Kloof, Doorn Hoek, Vacant Ground, Waaihoek, Asseyn Kraal, Soms Kop, Vacant Ground, the farm Vergelegen and the Umzinyati Location, or so far, through the said farms or lands, as may be found necessary.

May take lands therefor.

9. And subject to the provisions hereinafter contained it shall and may be lawful for the said company, to enter upon, take, and use all lands that shall be necessary for that purpose.

May bargain with the owners thereof.

10. The company may, by its secretary, agree with the owners of any lands which may be required for the ordinary purposes of the undertaking, and with all parties having any estate or interest in such lands, for the absolute purchase thereof, or any part thereof; and of all estates and interests in the lands, of what kind soever.

Persons who cannot sell lands, may sell to company.

11. It shall be lawful for all corporations, fiduciary heirs, or fidei commissary heirs, married women, married without community of goods, guardians, curators, or trustees under marriage settlements, or holding lands for native purposes, and all other trustees, executors, administrators, and all parties being seised, possessed of, or entitled to the receipt of rents or profits of any such lands in possession, or subject to any lease, to sell, transfer, and convey the same, and all their right, title, interest, claim and demand therein, to the company, and to enter into all necessary agreements for that purpose.

How lands are to be valued.

12. The purchase-money or compensation, to be paid for any lands to be purchased or taken from any party under any disability or incapacity, and not having power to sell and transfer any lands, except under the provisions of this law, and the compensation to be paid for the taking of any such lands, and for any permanent damage or injury to any such lands, shall not, except where the same shall have been determined by the verdict of a jury, or by arbitration, be less than shall be determined by the valuation of two practical surveyors, one of whom shall be nominated by the secretary of the company, and the other by the other party; and if they cannot agree, then, by such third surveyor as the Supreme Court shall, upon application of either party, after notice to the other, for that purpose nominate; and all such purchase money or compensation shall be deposited with the Master of the Supreme Court, for the benefit of the parties interested.

Persons entitled to dispose of lands, may do so for annual rent-charge.

13. Any person entitled to dispose of, absolutely, for his own benefit, any lands authorised to be purchased for the purposes of this law, or any corporation, may grant any lease or leases of such lands, or any part thereof, to the company, in consideration of an annual rent-charge, payable by the company: And it shall be lawful for the company to hold such lands, under such lease or leases, and to enter into such usual covenants as may be necessary for the purposes of such lease.

How such rent to be charged and recovered.

14. Such annual rents shall be charged on the tolls or rates, if any, payable under this law, and may be otherwise secured in such manner as may be agreed between the parties, or any corporation and the company, and shall be payable by the company at the time when such rents are made payable; and if not paid may be recovered by an action at law, and the goods and chattels of the company shall be liable to be levied and sold, in satisfaction of any judgment of any competent court, for such rent in arrear, and for the costs incurred in such action.

How company to proceed in purchasing lands.

15. When the company shall require any lands which by this law they are authorised to purchase or take, they shall, by their secretary or attorney, give one month's notice thereof to the owners thereof, or to the parties enabled by this law to sell, transfer, or lease the same; and by such notice shall demand the particulars of their estate and interest therein, and of the claims made by them in respect thereof; and every such notice shall state the particulars of the land so required, and that the company is willing to treat for the purchase thereof, and as to the compensation to be made to all parties for the damage that may be sustained by them by reason of the execution of the works.

Notices to be served personally, at dwelling place, or advertised in "Gazette."

16. All notices required to be served by the company upon the parties interested in, or entitled to sell any such lands, shall either be served personally on such parties, or left at their usual place of abode; and, in case any such parties shall be absent from the Colony, all such notices shall also be left with the occupier of such land, or, if there be no occupier, shall be published in the "Government Gazette" of the Colony, and left with the registrar of deeds.

Service on corporations.

17. If service of such notice be required to be made on any municipal corporation in the Colony, service at the town clerk's office shall be a good service on such corporation, to be effected by such notice.

Party not stating his claim within 21 days, how to be settled.

18. If, for 21 days after the service of the notice referred to in Clause 15, any such party shall fail to state the particulars of his claim in respect of any such land, or to treat with the company in respect thereof, or if such party and the company shall not agree as to the amount of compensation to be paid for the interest in such lands, belonging to such party, or which he is by this law enabled to sell, or for any damage that may be sustained by him by reason of the execution of the works, the amount of such compensation shall be settled in the manner hereinafter provided for settling cases of disputed compensation.

Resident magistrate to settle claims under 50 *l.*, where parties cannot agree.

19. If no agreement be come to between the company and the owners of, or parties by this law enabled to sell and convey, or lease, any lands taken or required for, or injuriously affected by the execution of the undertaking, or any interest in such lands, as to the value of such lands, or of any interest therein, or as to the compensation to be made in respect thereof;

thereof; and if in any such case the compensation claimed shall not exceed 50 *l.*, the same shall be settled by the resident magistrate of the county in which such lands shall be situate.

Amount of claims exceeding 50 *l.*, how to be settled.

20. If the compensation claimed, or offered, in any such case shall exceed 50 *l.*, and if the party or parties claiming compensation desire to have the same settled by arbitration, and signify such desire by notice in writing to the secretary of the company, stating in such notice the nature of the interest in respect of which such party or parties claim compensation, and the amount of the compensation so claimed, the same shall be so settled accordingly; but unless the party claiming compensation shall, as aforesaid, signify his desire to have the question of such compensation settled by arbitration, or if, when the matter shall have been referred to arbitration, the arbitrators, or their umpire, shall, for two months, have failed to make their, or his, award, or if no final award shall be made, the question of such compensation shall be settled by action to be instituted in the Supreme Court of the Colony of Natal.

Resident magistrate may summon parties in case of disputed compensation.

21. It shall be lawful for the resident magistrate of the county in which any such lands may be situated, upon the application of either party, with respect to any question of disputed compensation by this law to be so settled, to summon the other party to appear before him at a time and place to be named in the summons; and upon the appearance of such parties, or in the absence of any of them, upon proof of the due service of the summons, it shall be lawful for such magistrate to hear and determine such question, and for that purpose to examine such parties, or any of them, and their witnesses on oath; and the costs of every such inquiry shall be made at the discretion of such magistrate.

Arbitrators, how to be appointed.

22. When any question of disputed compensation, by this law authorised or required to be settled by arbitration, shall have arisen, then, unless both parties shall concur in the appointment of an arbitrator, each party, on the request of the other party, shall nominate and appoint an arbitrator, to whom such dispute shall be referred; and every appointment of an arbitrator shall be made on the part of the company, under the hand of the secretary; and on the part of any other party, under the hand of such party, or his agent thereunto lawfully authorised; or, if such party be a corporation aggregate, under the common seal of such corporation. And such appointments shall be delivered to the arbitrator, and shall be deemed a submission to arbitration on the part of the party by whom the same shall be made: And after any such appointment shall have been made, neither party shall have power to revoke the same, without the consent of the other, nor shall the death of either party operate as a revocation. And if for the space of 14 days after any such dispute shall have arisen, and after a request in writing, in which it shall be stated that the matter so required to be referred to arbitration, shall have been served by the one party on the other party to appoint an arbitrator, such last-mentioned party fail to appoint such arbitrator, then, upon such failure, the party making the request, and having himself appointed an arbitrator, may appoint such arbitrator to act on behalf of both parties; and such arbitrator may proceed to hear and determine the matters which shall be in dispute, and in such case the award or determination of such single arbitrator shall be final.

Arbitrator dying or becoming incapable.

23. If, before the matters so referred shall be determined, any arbitrator, appointed by either party, die or become incapable, the party by whom such arbitrator was appointed may nominate and appoint, in writing, some other person to act in his place; and if, for the space of seven days after notice in writing from the other party for that purpose, he fail to do so, the remaining or other arbitrator may proceed *ex parte*. And every arbitrator so to be substituted as aforesaid, shall have the same powers and authorities as were vested in the former arbitrator at the time of such his death or disability as aforesaid, and for all intents and purposes shall be considered as if he were nominated as any such arbitrator.

Umpire to be appointed.

24. When more than one arbitrator shall have been appointed, such arbitrators shall, before they enter upon the matters referred to them, nominate and appoint, by writing under their hands, an umpire to decide on any such matters on which they shall differ, or which shall be referred to him, and if such umpire shall die or become incapable to act, they shall forthwith, after such death or incapacity, appoint another umpire in his place, and the decision of every such umpire on the matter so referred to him shall be final.

Supreme Court may appoint umpire.

25. If, in either of the cases aforesaid the said arbitrators shall refuse, or shall, for seven days after request of either party to such arbitration, neglect to appoint an umpire, the Supreme Court of the Colony of Natal shall, on the application of either party, appoint an umpire; and the decision of such umpire on the matters on which the arbitrators shall differ, which shall be referred to him, shall be final.

Single arbitrator dying.

26. If, when a single arbitrator shall have been appointed, such arbitrator shall die or become incapable to act before he shall have made his award, the matters referred to him shall be determined by arbitration, in the same manner as if such arbitrator had not been appointed.

One of several arbitrators neglecting to act.

27. If, when more than one arbitrator shall have been appointed, either of the arbitrators refuse, or for seven days neglect to act, the other arbitrator may proceed *ex parte*, and

and the decision of such other arbitrator shall be as effectual as if he had been the single arbitrator appointed by both parties.

Arbitrators failing to give their award within 21 days.

28. If where more than one arbitrator shall have been appointed, and where neither of them shall refuse nor neglect to act as aforesaid, such arbitrators shall fail to make their award within 21 days after the day on which the last of such arbitrators shall have been appointed, or within such extended time (if any) as shall have been appointed for that purpose by both such arbitrators under their hands, the matters referred to them shall be determined by the umpire to be appointed as aforesaid.

Arbitrators may call for documents.

29. The said arbitrators, or their umpire, may call for the production of any document in the possession or power of either party, which they or he may think necessary for determining the question in dispute; and may examine the parties or their witnesses on oath, and administer the oaths necessary for that purpose.

Arbitrator to subscribe declaration.

30. Before any arbitrator or umpire shall enter into the consideration of any matters referred to him, he shall, in the presence of a justice of the peace, make and subscribe the following declaration, that is to say,—

> I, A. B., do solemnly and sincerely declare, that I will faithfully and honestly, and to the best of my skill and ability, hear and determine the matters referred to me, under the provisions of the law for empowering the Natal Coal Company to construct a railway between the City of Pietermaritzburg and the County of Klip River.
>
> (signed) *A. B.*

Made and subscribed in the presence of .

And such declaration shall be annexed to the award when made; and if any arbitrator or umpire, having made such declaration shall wilfully act contrary thereto, he shall be guilty of, and be liable to be prosecuted for the crime of perjury, and on conviction shall suffer all the pains and penalties imposed by law for the commission of such crime.

Costs of arbitration.

31. All the costs of any such arbitration and incident thereto, to be settled by the arbitrators, shall be borne by the company, unless the arbitrators shall award the same or a less sum than shall have been offered by the company, in which case each party shall bear his own costs incident to the arbitration; and the costs of the arbitrators shall be borne by the parties in equal proportions.

Award to be delivered in writing.

32. The arbitrators shall deliver their award in writing to the secretary of the company; and the said secretary shall retain the same, and shall forthwith on demand, at the company's expenses, furnish a copy thereof to the other party to the arbitration, and shall at all times, on demand, produce the said award, and allow the same to be inspected or examined by such party, or any person appointed by him for that purpose.

Submission may be made a rule of court.

Irregularity.

33. The submission to any such arbitration may be made a rule of the Supreme Court on the application of either of the parties. No award made with respect to any question referred to arbitration shall be set aside for irregularity or error in matter of form.

Legal proceedings by company.

34. Before the company shall commence legal proceedings in any court for settling any case of disputed compensation, they shall give no less than 10 days' notice to the other party of their intention to commence such legal proceedings, and in such notice the company shall state what sum of money they are willing to give for the interest in such lands sought to be purchased by them from such party, and for the damage to be sustained by him by the execution of the works.

Penalty on witness refusing to appear.

35. If any person duly summoned to give evidence either before arbitrators or a court of law, and to whom a tender of his reasonable expenses shall have been made, fail to appear at the time and place specified in the summons, without sufficient cause, or if any person, whether summoned or not, who shall appear as a witness, refuse to be examined on oath touching the subject-matter in question, every person so offending shall forfeit to the party aggrieved a sum not exceeding 10 *l.*

Costs payable by company.

36. If any costs shall be payable by the company, and if within seven days after demand such costs be not paid to the party entitled to receive the same, they shall be recoverable by execution and sale; and if any such costs shall be payable by the owner of the lands or of any interest therein, the same may be deducted and retained by the company out of any money awarded to such owner, or determined by the valuation of a surveyor, under the provisions hereinafter contained; and the payment or deposit of the remainder, if any, of such money shall be deemed payment and satisfaction of the whole thereof, or if such costs shall exceed the amount of the money so awarded or determined, the excess shall be recoverable by execution.

Jury.

37. If either party desire any such question of disputed compensation, as aforesaid, to be tried before a jury, such question shall be so tried, provided that notice of such desire be served on the opposite party, and the registrar or clerk of the court having jurisdiction to try cases by jury, where such case is to be tried; and thereupon such proceedings shall be had and taken as are usual and necessary in cases for trial before a jury in the Supreme Court.

38. The

38. The purchase-money, or compensation, to be paid for any lands to be purchased or taken by the company from any party who, by reason of absence from the Colony, is prevented from treating, or who cannot, after diligent inquiry, be found, shall be such as shall be determined by the valuation of such practical surveyor as the Supreme Court shall nominate for that purpose. Party entitled to compensation being absent.

39. The Supreme Court shall, upon application by the secretary of the company, and upon such proof as shall be satisfactory to it, that any such party is, by reason of absence from the Colony, prevented from treating, or cannot, after diligent inquiry be found, nominate an able practical surveyor for determining such compensation; and such surveyor shall determine the same accordingly, and shall annex to his valuation a declaration in writing subscribed by him of the correctness thereof. Court to appoint a surveyor to estimate amount of compensation.

40. Before such surveyor shall enter upon the duty of making such valuation as aforesaid, he shall make and subscribe the declaration following at the foot of such nomination, that is to say— Surveyor to subscribe declaration.

> I, A. B., do solemnly and sincerely declare, that I will faithfully, impartially, and honestly, according to the best of my skill and ability, execute the duty of making the valuation hereby referred to me.
>
> (signed) *A. B.*

Made and subscribed in the presence of .

And if any surveyor shall corruptly make such declaration, or having made such declaration, shall wilfully act contrary thereto, he shall be guilty of, and be liable to be prosecuted for the crime of perjury; and on conviction shall suffer all the pains and penalties imposed by law for the commission of such crime. The said nomination and declaration shall be annexed to the valuation to be made by such surveyor, and shall be preserved together therewith by the company; and they shall, at all times, produce the said valuation and other documents on demand, to the owner of the lands comprised in such valuation, and to all other parties interested therein. All the expenses of and incident to every such valuation shall be borne by the company.

41. In estimating the purchase-money or compensation to be paid by the company in any of the cases aforesaid, regard shall be had by the Supreme or Magistrate's Court having jurisdiction, arbitrators or surveyors, as the case may be, not only to the value of the land to be purchased or taken by the company, but also to the damage, if any, to be sustained by the owners of the lands, by reason of the severing of the lands taken from the other lands of such owner, or otherwise injuriously affecting such other lands, by the exercise of the powers of this law. How lands to be valued.

42. When the compensation payable in respect of any lands, or any interest therein shall have been ascertained by the valuation of a surveyor, and deposited with the Master of the Supreme Court, under the provisions herein contained, by reason that the owner of, or party entitled to convey such lands, or such interest therein as aforesaid, could not be found, or was absent from the Colony, if such owner or party shall be dissatisfied with such valuation, it shall be lawful for him, before he shall have applied to the Court for payment or investment of the monies so deposited under the provisions herein contained, by notice in writing to the company, to require the question of such compensation to be submitted to arbitration; and thereupon the same shall be so submitted accordingly, in the same manner as in other cases of disputed compensation hereinbefore authorised or required to be submitted to arbitration. Owner dissatisfied with value, may submit claim to arbitration.

43. The question to be submitted to the arbitrators in the case last aforesaid shall be, whether the sum so deposited, as aforesaid, by the company was a sufficient sum, or whether any, or what, further sum ought to be paid or deposited by them. Arbitrators to decide whether sum deposited sufficient.

44. If the arbitrators shall award that a further sum ought to be paid or deposited by the company, the company shall pay or deposit, as the case may require, such further sum, within 14 days after the making of such award, or, in default thereof, the same may be enforced by attachment, or recovered with costs, by action or suit in the Supreme Court. Arbitrators may award further sum.

45. If the arbitrators shall determine that the sum so deposited was sufficient, the costs of, and incident to, such arbitration, to be determined by the arbitrators, shall be in the discretion of the arbitrators; but if the arbitrators shall determine that a further sum ought to be paid or deposited by the company, all the costs of and incident to the arbitration shall be borne by the company. Costs—if arbitrators decide sum deposited sufficient.

46. If any party shall be entitled to any compensation in respect of any lands, or of any interest therein, which shall have been taken for or injuriously affected by the execution of the works, and for which the company shall not have made satisfaction, under the provisions of this law, and if the compensation claimed in such case shall exceed the sum of 50 *l.*, such party may have the same settled either by arbitration or by some competent Court, as he shall think fit: and if such party desire to have the same settled by arbitration, it shall be lawful for him to give notice in writing to the company of such his desire, stating in such notice the nature of the interest in such lands in respect of which he claims compensation, and the amount of the compensation so claimed therein; and unless Party claiming compensation exceeding the amount of 50 *l.*, may either have it settled by a competent court, or arbitrators.

the company be willing to pay the amount of compensation so claimed, and shall enter into a written agreement for that purpose within 21 days after the receipt of any such notice from any party so entitled, the same shall be settled by arbitration in the manner hereinbefore provided; or if the party so entitled as aforesaid desire to have such question of compensation settled by action at law, it shall be lawful for him to give notice in writing of such his desire to the company, stating such particulars as aforesaid; and unless the company are willing to pay the amount of compensation so claimed, and enter into a written agreement for that purpose, they shall within 21 days after the receipt of such notice call upon the other party to proceed by action at law, by notice in writing under the hand of the secretary, and in default thereof the company shall be liable to pay to the party so entitled the amount of compensation so claimed, and the same may be recovered by him, with costs of action, in the Supreme Court.

Upon tender of payment, or deposit with the Master, registrar of deeds may transfer to company.

47. Upon tender of payment to the owner, or deposit with the Master of the Supreme Court, of the purchase-money or compensation agreed or awarded to be paid in respect of any lands purchased or taken by the company, the owner of such lands (including in such term all parties by this law enabled to sell or convey lands), shall, when required to do so by the secretary of the company, duly transfer such land to the company, or as they shall direct; and in default thereof, or if he fail to adduce a good title to such lands to the satisfaction of the said company, it shall be lawful for the Supreme Court, on the application of the secretary of the company, to order the registrar of deeds to transfer the same, and he is hereby authorised to transfer the same accordingly, and thereupon all the estate and interest in such lands of, or capable of being sold and conveyed, by the party between whom and the company such agreement shall have been come to, or as between whom and the company such purchase-money or compensation shall have been determined, shall vest absolutely in the company; and as against such parties, and all parties on behalf of whom they are hereinbefore enabled to sell and transfer, the company shall be entitled to immediate possession of such lands.

If the owner of lands purchased or taken by the company refuse to accept price, or be absent, price to be deposited with Master.

48. If the owner of any such lands purchased or taken by the company, or of any interest therein, on tender of the purchase-money or compensation, either agreed or awarded to be paid in respect thereof, refuse to accept the same, or neglect or fail to transfer such lands, or the interest therein claimed by him, or if he refuse to transfer or release such lands as directed by the company, or if any such owner be absent from the Colony, or cannot, after diligent inquiry, be found, or fail to appear before the Supreme Court, it shall be lawful for the company to deposit the purchase-money or compensation payable in respect of such lands, or any interest therein, with the Master of the Supreme Court, to the credit of the parties interested in such lands (describing them as far as the company can do), subject to the control and disposition of the said Court.

Costs, where money deposited with Master.

49. In all cases of money deposited with the Master of the Supreme Court, except where such monies shall have been so deposited by reason of the wilful refusal or neglect of any party entitled thereto to receive the same, or to transfer or release the lands in respect whereof the same shall be payable, it shall be lawful for the Court to order the costs of the following matters, including therein all reasonable charges and expenses incident thereto, to be paid by the company; that is to say, the costs of the purchase or taking of the lands, or which shall have been incurred in consequence thereof, other than such costs as are herein otherwise provided for, and the costs of the investment of such monies, and also the costs of obtaining the proper orders for any of the purposes aforesaid, and of the orders for the payment of the interest of the securities or rent of the property upon which such monies shall be invested, and for the payment out of court of the principal of such monies, or of the securities whereon the same shall be invested, and of all proceedings relating thereto, except such as are occasioned by litigation between adverse claimants: Provided always, that the costs of one application only for investment in land shall be allowed, unless it shall appear to the Court that it is for the benefit of the parties interested in the said monies that the same shall be invested in the purchase of lands, in different sums; in which case it shall be lawful for the Court, if it think fit, to order the costs of such investments to be paid by the company.

Company not to enter upon lands purchased, until price paid or deposited.

50. The company shall not, except by consent of the owners and occupiers, enter upon any lands which shall be required to be purchased or permanently used for the purposes and under the powers of this law, until they shall either have paid to every party having any interest in such land, or deposited with the Master of the Supreme Court the purchase-money or compensation agreed or awarded to be paid to such parties respectively, for their respective interest therein: Provided always, that for the purpose merely of surveying and taking levels of such lands, and of probing and boring to ascertain the nature of the soil, and of setting out the line of the works, it shall be lawful for the company, after giving not less than three, nor more than 14 days' notice to the owner or occupiers thereof, to enter upon such lands without previous consent, making compensation for any damage thereby occasioned to the owners or occupiers thereof.

If company desire to enter upon lands before agreement made, purchase-money to be deposited.

51. Provided always, that if the company shall be desirous of entering upon and using any such land before an agreement shall have been come to, or an award made, or judgment or verdict given for the purchase-money or compensation to be paid by them in respect of such lands, it shall be lawful for the company to deposit either the amount of purchase-money or compensation claimed by any party interested in or entitled to sell and convey

convey such lands, and who shall not consent to such entry, or such a sum as shall, by a surveyor appointed in the manner hereinbefore provided in the case of parties who cannot be found, be determined to be the value of such lands, or of the interest therein which such party is entitled or enabled to sell and transfer; and also to give to such party a bond, under the common seal of the company, in a penal sum equal to the sum so to be deposited, conditioned for payment to such party, or for deposit with the Master of the Supreme Court for the benefit of the parties interested in such lands, as the case may require, under the provisions herein contained, of all such purchase-money or compensation as may be determined to be payable by the company in respect of the land so entered upon, together with interest thereon, at the rate of 6 *l.* per centum per annum from the time of entering on such lands, until such purchase-money or compensation shall be paid to such party or deposited for the benefit of the parties interested in such lands; and upon such deposit, by way of security, being made, and such bond being delivered or tendered to such non-consenting party, it shall be lawful for the company to enter upon and use such lands, without having first paid or deposited the purchase-money or compensation in other cases required to be paid or deposited by them before entering upon any lands to be taken by them under the provisions of this law.

Penalties if company enter on lands illegally.

52. If the company or any of their contractors shall, except as aforesaid, wilfully enter upon and take possession of any lands which shall be required to be purchased or permanently used for the purposes of the company, without such consent as aforesaid, or without having made such payment for the benefit of the parties interested in the lands, or such deposit, by way of security, as aforesaid, the company shall forfeit to the party in possession of such lands, the sum of 10 *l.* over and above the amount of any damage done to such lands by reason of such entry and taking possession, such penalty and damage, respectively, to be recovered in any competent court; and if the company or their contractors shall, after conviction in such penalty, continue in unlawful possession of any such lands, the company shall be liable to forfeit the sum of 25 *l.* for every day they or their contractors shall so remain in possession, such penalty to be recoverable by the party in possession of such lands, with costs, by action in any competent court: Provided always, that nothing herein contained shall be held to subject the company to the payment of any such penalties as aforesaid, if they shall *bonâ fide*, and without collusion, have paid the compensation agreed or awarded to be paid in respect of the said lands, to any person whom the company may have reasonably believed to be entitled thereto, or shall have deposited the same with the Master of the Supreme Court for the benefit of the parties interested in the lands, or made such deposits by way of security in respect thereof, although such person may not have been legally entitled thereto.

Party willing and able to sell whole, not compelled to sell a part, of lands or manufactory, &c.

53. No party shall at any time be required to sell or transfer to the company a part only of any house or other building or manufactory, if such party be willing and able to sell and transfer the whole thereof. If any lands, not being situate in a town or built upon, shall be so cut through and divided by the works as to leave, either on both sides or one side thereof, a less quantity of land than one acre, and if the owner of such small parcel of land require the company to purchase the same along with the other land required, the company shall purchase the same.

Company bound to make roads.

54. Where lands are intersected by the said intended railway, the company shall afford free and sufficient access to and from the lands so intersected, either by making and providing crossings on a level, or by bridges, or by making a roadway under the line, as shall be found most convenient as affording the fullest enjoyment and use of the lands so intersected to the party owning the same.

Company may purchase small portions of land, to avoid the expense of bridges, &c.

55. If any such land shall be so cut through and divided as to leave on either side of the works a piece of land of less extent than one acre, or of less value than the expense of making a bridge, culvert, or such other communication between the lands so divided as the company are compellable to make, and if the owner of such lands have not other lands adjoining such piece of land, and require the company to make such communication, then the company may require such owner to sell to them such piece of land; and any dispute as to the value of such piece of land, or as to what would be the expense of making such communication, shall be ascertained as herein provided for cases of disputed compensation; and on the occasion of ascertaining the value of the land required to be taken for the purposes of the works, the Court or the arbitrators, as the case may be, shall, if required by either party, ascertain by their judgment, or verdict, or award, the value of any such severed piece of land, and also what would be the expense of making such communication.

Where land mortgaged, mortgagee may consent to sale of part to company.

56. In every case in which any land is subject to a mortgage, and the company requires only a portion of said land, the mortgagee of such land may consent that the portion of land so required by the company be transferred to the company, released from such mortgage, and the consent to the transfer and release of such portion of any lands so mortgaged shall in no way affect the rights of the mortgagee to the remainder of the land, and the mortgage shall remain and be in full force and effect for the sum due thereon, and interest as to the remainder of the lands, as if no consent to transfer had been given.

Mortgagee may insist upon value being given for a portion of mortgaged lands.

57. In any case in which any land is subject to a mortgage, and the company requires only a portion of said land, and the mortgagee of such land does not consent to the transfer thereof, released from such mortgage, and although the owner of such land may consent

to transfer the same to the company without any compensation, nevertheless the mortgagee may insist and demand that the value of, and compensation to be given for, that portion of the land so required by the company, and the value thereof, and the compensation to be given for the same may be settled by the mortgagee and the company; and if the parties aforesaid disagree respecting the amount of such value or compensation, the same shall be determined as in all other cases of disputed compensation, and the amount of such value or compensation being so agreed upon or determined, shall be paid by the company to the mortgagee in satisfaction of his mortgage debt, in so far as the same may extend, and a memorandum of what shall have been so paid shall be written or endorsed on the mortgage bond, and shall be signed by the mortgagee, and a copy of such memorandum, if required, shall be furnished by the company to the owner of the land.

If mortgagee refuse to consent, Registrar of Deeds may transfer, on deposit of price.

58. And upon payment of the amount of such value or compensation, so agreed upon or determined, the mortgage is hereby required to release the portion of land so required by the company, and to consent to the transfer of the same. And if, upon tender of such value or compensation as aforesaid, the mortgagee refuse or neglect to consent to such transfer, then the secretary of the company may lodge the same with the Master of the Supreme Court to the credit of such mortgagee; and, upon production of a certificate of such deposit, the Registrar of Deeds is hereby empowered and required to transfer the same without obtaining the consent of the mortgagee.

Where all the land is affected by a mortgage, the compensation is first applied to payment of mortgage—balance to owner.

59. In any case in which all the land comprised in and affected by a mortgage bond, is required to be taken by the company, then the amount of compensation required to be paid by the company for the taking of such lands shall be applied as far as the same is required towards the payment of the mortgage debt and all interest due thereon, and the balance of such compensation money paid over to the owner of the land; and in any case where the amount of compensation offered by the company to be paid for such land is not equal to the amount due on such mortgage bond, then the mortgagee shall, for the purpose of determining the same, as in all other cases of disputed compensation, be considered as the owner; and all the powers, by this law given to owners in cases of disputed compensation, are hereby conferred on the mortgagee, who is hereby empowered in such cases to transfer the land in the same manner as if he were the owner thereof: Provided that where the compensation, when so agreed upon or determined, exceeds the amount due on the mortgage bond, then the mortgagee must pay over the surplus to the owner: Provided always, that it may be lawful for the owner, at any time before the compensation is agreed upon or determined, to redeem the mortgage bond, and then the same proceedings shall be had as in all other cases of disputed compensation.

Where mortgagee a minor, or lunatic, amount to be deposited with Master.

60. In any case in which any mortgagee shall be a minor or incapacitated from acting by lunacy, absence from the Colony, or from any other cause, then, in every such case, the same proceedings shall be had for the purpose of determining the purchase money or compensation of any land, or portions of land, mortgaged to minors or incapacitated persons, as are by this law required to be had when the owners may be absent or incapacitated, and the amount when so ascertained, or so much thereof as may be required for the satisfaction of the mortgage bond, shall be deposited with the Master of the Supreme Court, and thereupon the Supreme Court or any judge thereof, may order the Registrar of Deeds to transfer the same freed and discharged from such mortgage.

Company not to be chargeable with quit rent.

61. The company shall not be charged or chargeable with the payment of any quit-rent to Government on any of the lands purchased by or transferred to them for the purposes of the railway, nor for the quit-rent due in respect of the respective farms through which the line of railway may be carried, but the said land shall be transferred to them in such a manner as that they shall be the absolute owners thereof, in freehold tenure. Provided always, the Colonial Government shall have the same rights and remedies for payment and recovery of all rent reserved under any deed of grant of said lands, against the remaining portion of said land not required for the construction of the railway; and all covenants, conditions, and agreements of such deed of grant shall remain in force with regard to that part of the land, which shall not be required for the purpose of constructing the railway in the same manner, as they would have done, in case such part only of the land had been originally alone included in the deed of grant.

If lands be included in a lease, and part only be required by the company, the rent to be apportioned on the remainder.

62. If any lands shall be comprised in a lease for a term of years unexpired, part only of which lands shall be required for the purposes of the company, the rent payable in respect of the lands comprised in such lease shall be apportioned between the lands so required and the residue of such lands, and such apportionment may be settled by agreement between the lessor and lessee of such lands on the one part, and the company on the other part; and if such apportionment be not so settled by agreement between the parties, such apportionment shall be settled by the resident magistrate of the county in which such lands are situate; and after such apportionment, the lessee of such lands shall, as to all future accruing rent, be liable only to so much of the rent as shall be so apportioned in respect of the lands not required for the purposes of this law; and as to the lands not so required, and as against the lessee, the lessor shall have all the same rights and remedies for the recovery of such portion of rent as previously to such apportionment he had for the recovery of the whole rent reserved by such lease; and all the covenants, conditions, and agreements of such lease, except as to the amount of rent to be paid, shall remain in force with regard to that part of the land which shall not be required for the purposes of the company,

pany, in the same manner as they would have done in case such part only of the land had been included in the lease.

Lessee entitled to compensation from company.

63. Every such lessee as last aforesaid shall be entitled to receive from the company compensation for the damage done to him in his tenancy, by reason of the severance of the lands required from those not required, or otherwise, by reason of the execution of the works.

Tenant from year to year entitled to compensation.

64. If any such lands shall be in the possession of any person having no greater interest therein than as tenant for a year, or from year to year, and if such person be required to give up possession of any land so occupied by him before the expiration of his term or interest therein, he shall be entitled to compensation for the value of his unexpired term or interest in such lands, and for any just allowance which ought to be made to him by an in-coming tenant, and for any loss or injury he may sustain ; or if a part only of such lands be required, compensation for the damage done to him in his tenancy, by severing the lands held by him, or otherwise injuriously affecting the same ; and the amount of such compensation shall be determined by the resident magistrate having jurisdiction, in case the parties differ about the same ; and upon payment or tender of the amount of such compensation, all such persons shall respectively deliver up to the company, or to the persons appointed by them to take possession thereof, any such lands in their possession required for the purposes of the company.

Company may require production of lease of possessor, other than tenant at will.

65. If any party having a greater interest than as tenant at will, claim compensation in respect of any unexpired term or interest under any lease or grant of any such lands, the company may require such party to produce the lease or grant in respect of which such claim shall be made, or the best evidence thereof in his power ; and if, after demand made in writing by the company, such lease or grant, or such best evidence thereof, be not produced within 21 days, the party so claiming compensation shall be considered as a tenant holding only from year to year, and be entitled to compensation accordingly.

Compulsory purchase restricted to three years.

66. The powers of the company for the compulsory purchase or taking of land shall not be exercised after the expiration of three years from the execution of the contract entered into between the Government and the company.

Company to indemnify owners and occupiers of land.

67. In exercising the power given by this law, the company shall make to the owners and occupiers of, and all other parties interested in, any lands taken or used for the purposes of the railway, or injuriously affected by the construction thereof, full compensation for the value of the lands so taken or used, and for all damage sustained by such owners, occupiers, and other parties, by reason of the exercise, as regards such lands, of the powers by this law vested in the company.

Company may apply to Colonial Secretary to obtain correction of erroneous description of lands.

68. If any omission, misstatement, or erroneous description, shall have been made of any lands, or of the owners, lessees, or occupiers of any lands described on the plans of the railway (to be deposited with the Clerk of the Legislative Council or clerks of the peace), it shall be lawful for the company, after giving ten days' notice to the owners of the lands affected by such proposed correction, to apply to the Colonial Secretary for the correction thereof ; and if it shall appear that such omission, misstatement, or erroneous description arose from mistake, he shall certify the same accordingly, and he shall in such certificate state the particulars of any such omission, and in what respect any such matter shall have been misstated or erroneously described : and such certificate shall be deposited with the clerks of the peace of the several counties in which the lands affected thereby shall be situate, and such certificates shall be kept by such clerks of the peace, respectively, along with the other documents to which they relate ; and thereupon such plan shall be deemed to be corrected according to such certificate ; and it shall be lawful for the company to make the works in accordance with such certificate.

Company may deviate from levels of railway.

69. In making the railway it shall be lawful for the company to deviate from the levels of the railway, as referred to the common datum line described in the section to be deposited with the Clerk of the Legislative Council, in such manner as may be found expedient.

Viaduct or tunnel marked in plan must be carried through.

Exception.

70. Where in any place it is intended to carry the railway on an arch or arches, or other viaduct, as marked on the said plan or section, the same shall be made accordingly ; and where a tunnel is marked on the said plan or section, as intended to be made at any place, the same shall be made accordingly, unless the owner, lessees, and occupiers of the land in which such tunnel is intended to be made, shall consent that the same shall not be so made.

Company may alter gradients, &c.

71. It shall be lawful for the company to deviate from or alter the gradients, curves, tunnels, or other engineering works described in the said plan or section : Provided such deviation shall be certified by the Lieutenant Governor, with the advice of the Executive Council, to be consistent with the public safety, and not prejudicial to the public interest.

Company may diminish the radius of any curve.

72. It shall be lawful for the company to diminish the radius of any curve described in the said plan, to any extent which shall leave a radius of not less than half-a-mile, or to any further extent authorised by the certificate of the Lieutenant Governor with the advice of the Executive Council.

Company may make tunnel instead of viaduct.

73. It shall be lawful for the company to make a tunnel not marked on the said plan or section instead of a cutting, or a viaduct instead of a solid embankment, if authorised by the certificate of the Lieutenant Governor, with the advice of the Executive Council.

Company may deviate from line.

74. It shall be lawful for the company to deviate from the line delineated on the plans so deposited, provided that no such deviation shall extend to a greater extent in passing through a town, village, or lands continuously built upon, than 10 yards or elsewhere to a greater extent than 100 yards from the said line, unless authorised by the certificate of the Lieutenant Governor, with the advice of the Executive Council aforesaid, who in the latter case may authorise a deviation to the extent of one mile.

Company may execute certain works.

75. Subject to the provisions of this law, it shall be lawful for the company for the purpose of constructing the railway or the accommodation works connected therewith, to execute any of the following works, that is to say:

They may make or construct, in, upon, across, under or over, any lands, or any streets, hills, valleys, roads, rivers, brooks, streams, or other waters within the lands described in the said plans, such temporary or permanent inclined ways, passages, conduits, drains, piers, arches, cuttings, and fences, as they may think proper.

They may alter the course of any rivers not navigable, brooks, streams or water-courses, and of any branches of navigable rivers, such branches not being themselves navigable, within such lands, for the purpose of constructing and maintaining tunnels, bridges, passages, or other works over or under the same, and divert, alter—as well temporarily as permanently—the course of any such rivers or streams of water, roads, streets or ways, or raise or sink the level of any such rivers or streams, roads, streets or ways, in order the more conveniently to carry the same over or under or by the side of the railway, as they may think proper: Provided that all such intended diversions or alterations of the course of any rivers or streams, as well as the original course be laid down on the plans, so deposited as aforesaid.

They may make drains or conduits into, through, or under any lands adjoining to the railway, for the purpose of conveying water from or to the railway.

They may erect or construct such houses, warehouses, offices, and other buildings, yards, stations, wharves, engines, machinery, apparatus, and other works and conveniences, as they may think proper.

They may, from time to time, alter, repair, or discontinue, the before-mentioned works, or any of them, and substitute others in their stead; and

They may do all other acts necessary for making, maintaining, altering, or repairing and using the railway.

Provided always, that, in the exercise of the powers by this law granted, the company shall do as little damage as can be, and shall make full satisfaction, in manner herein provided, to all parties interested for all damage by them sustained by reason of the exercise of such powers.

Penalty for obstructing employée of company.

76. If any person wilfully obstruct any person acting under the authority of the company in the lawful exercise of their power, in setting out the line of the railway, or pull up or remove any poles or stakes driven into the ground for the purpose of so setting out the line of railway, or deface or destroy any marks made for the same purpose, he shall on conviction forfeit a sum not exceeding 5 *l.* for every such offence.

Company may enter upon lands within 200 yards from centre of railway, for certain purposes.

77. Subject to the provisions herein contained, it shall be lawful for the company, at any time, without making any previous payment, tender, or deposit, to enter upon any lands within the prescribed limits, or if no limits be prescribed, not being more than 200 yards distant from the centre of the railway; and to occupy the said lands so long as may be necessary for the construction or repair of that portion of the railway, or of the accommodation works connected therewith, and to use the same for any of the following purposes, that is to say:

For the purpose of taking earth or soil by side cuttings therefrom:

For the purpose of depositing spoil thereon:

For the purpose of obtaining materials therefrom for the construction or repair of the railway, or such accommodation works, or

For the purpose of forming roads thereon to or from, or by the side of the railway.

May manufacture materials, dig sand, gravel, &c.

78. And in exercise of the powers aforesaid, it shall be lawful for the company to deposit, and also to manufacture and work upon such lands, materials of every kind used in constructing the railway, and also to dig and take from out of any such lands any clay, stone, gravel, sand, or other things that may be found therein useful or proper for constructing the railway or any such roads as aforesaid; and, for the purposes aforesaid, to erect thereon workshops, sheds, and other buildings of a temporary nature.

Company to give 14 days' notice, before occupying lands,

or 10 days' notice.

79. In case any such lands shall be required for spoil banks, or for side cuttings, or for obtaining materials for the construction or repair of the railway, the company shall, before entering thereon (except in the case of accident to the railway, requiring immediate reparation), give 14 days' notice in writing to the owners and occupiers of such lands, of their intention to enter upon the same for such purposes; and in case the said lands are required for any of the other purposes hereinbefore mentioned, the company shall (except in the cases aforesaid) give 10 days' like notice thereof. The said notice shall either be served

served personally on such owners or occupiers, or left at their last usual place of abode, if any such can, after diligent inquiry, be found, and in case any such owner shall be absent from the Colony, or cannot be found after diligent inquiry, shall also be left with the occupier of such lands, or, if there be no such occupier, shall be published in the "Government Gazette." In any case in which a notice of 14 days shall be given, it shall be lawful for the owner or occupier of the lands therein referred to, within seven days after the service of such notice, by notice in writing to the company, to object to the company making use of such lands, either on the ground that the lands proposed to be taken for the purposes aforesaid, or some part thereof, or of the materials contained therein, are essential to be retained by such owner in order to the beneficial enjoyment of other neighbouring lands belonging to him, or on the ground that other lands lying contiguous or near to those proposed to be taken would be more fitting to be used for such purposes by the company, and upon objection being so made, such proceedings may be had as hereinbefore mentioned in the case of compensation for land taken, and the court, having jurisdiction therein shall make such order thereon as it shall deem necessary and proper.

Company to give seven days' notice before entering upon lands required for spoil banks and soil cuttings.

80. Before entering upon any such lands as shall be required for spoil banks or for side cuttings, or for obtaining materials or forming roads, the company shall, if required by the owner or occupier thereof, seven days before the expiration of the notice take such lands, as hereinbefore mentioned, find two sufficient persons, to be approved of by a magistrate, in case the parties differ, who shall enter into a bond to such owner or occupier in a penalty, of such amount as shall be approved of by such magistrate in case the parties differ, conditioned for the payment of such compensation as may become payable in respect of the same in manner hereinbefore mentioned.

Company to work lands for materials, according as agent of owner shall direct.

81. If any land shall be taken or used by the company for the purpose of getting materials therefrom for the construction or repair of the railway or the accommodation works connected therewith, they shall work the same in such manner as the surveyor or agent of the owner of such land shall direct, or, in case of disagreement between such surveyor or agent and the company, in such manner as the resident magistrate of the county or division shall direct, on the application of either party, after notice of the hearing the application shall have been given to the other party.

Company to pay the value of crops, on lands occupied.

82. In all cases where the company shall take temporary possession of lands, it shall be incumbent on the company, within one month after their entry upon such lands, upon being required so to do, to pay to the occupier of the said lands the value of any crops that may be thereon, as well as full compensation for any other damage of a temporary nature which may be sustained by reason of their so taking possession of his lands; and shall pay to such owner or occupier, or deposit with the Master of the Supreme Court for the benefit of all parties interested, as the case may require, compensation for all permanent or other loss, damage, or injury that may have been sustained by them by reason of the exercise, as regards the said lands, of the powers herein given to the company, including the full value of all clay, stone, gravel, sand, and other things taken from such lands.

Purchase money and compensation to be regulated as aforesaid.

83. The amount and application of the purchase money and other compensation payable by the company in any of the cases aforesaid, shall be determined in the manner herein provided for determining the amount and application of the compensation to be paid for lands taken.

Roads across railway to be properly fenced.

84. If the line of railway cross any authorised road or public highway, it shall be lawful for the company to carry the railway across the same on the level, but the company shall erect, and at all times maintain, good and sufficient gates across such road, on each side of the railway, where the same shall communicate therewith, and shall employ proper persons to open and shut such gates; and such gates shall be kept constantly closed across such road, on both sides of the railway, except during the time when horses, cattle, carts or carriages, passing along the same, shall have to cross such railway; and such gates shall be of such dimensions and so constructed as, when closed, to fence in the railway and prevent cattle or horses passing along the road from entering upon the railway; and the person entrusted with the care of such gates shall cause the same to be closed as soon as such horses, cattle, carts, or carriages shall have passed through the same, under a penalty of 40 *s.* for every default therein: Provided, however, that the Lieutenant Governor, with the advice of the Executive Council, shall have power to relieve the company from the operation of this clause during pleasure, so far as it relates to the providing and maintaining of gates, on application for such exemption being made by the company in due form: Provided always, and it shall be lawful for the Lieutenant Governor in any case in which he shall be satisfied that it will be more conducive to the public safety that the gates on any level crossing over any such road should be kept closed across the railway, to order that such gates shall be kept so closed, instead of across the road; and in such case, such gates shall be kept constantly closed across the railway, except when engines or carriages passing along the railway shall have occasion to cross such road, in the same manner and under the like penalty as above directed with respect to the gates being kept closed across the road.

Railway not to cross roads adjoining a station at a greater speed than four miles an hour.

85. Where the railway crosses any road on a level adjoining a station, all trains on the railway shall be made to slacken their speed before arriving at such road; and shall not cross the same at any greater rate of speed than four miles an hour; and the company shall

shall be subject to all such rules and regulations with regard to such crossings as may from time to time be made and proclaimed by the Lieutenant Governor of the Colony.

Where railway crosses a highway, company to maintain gates.

86. If the railway shall cross any highway other than a public carriageway, on the level, the company shall at their own expense make and at all times maintain convenient ascents and descents, and other convenient approaches, with handrails or other fences, and shall, if such highway be a bridleway, erect and at all times maintain good and sufficient gates, and if the same shall be a footway, good and sufficient gates or stiles on each side of the railway where the highway shall communicate therewith.

Company to maintain proper watering places for cattle.

87. The company shall make and at all times thereafter maintain for the accommodation of the owners and occupiers of lands adjoining the railway, proper watering places for cattle, where by reason of the railway the cattle of any person occupying any lands lying near thereto shall be deprived of access to their former watering places; and such watering places shall be so made as to be at all times sufficiently supplied with water as theretofore, and as if the railway had not been made or as nearly so as may be, and the company shall make all necessary watercourses and drains for the purpose of conveying water to the said watering places.

But not to obstruct working of railway.

88. Provided always, that the company shall not be required to make such works in such a manner as would prevent or obstruct the working or using of the railway, nor to make any works with respect to which the owners and occupiers of the lands shall have agreed to receive and shall have been paid compensation instead of the making of them.

Mines and minerals near railway.

89. If the owner, lessee, or occupier of any mines or minerals lying under the railway, or any of the works connected therewith, or within 100 yards therefrom, be desirous of working the same, such owner, lessee, or occupier shall give to the company notice in writing of his intention so to do 30 days before the commencement of working; and upon the receipt of such notice it shall be lawful for the company to cause such mines to be inspected; and if it appear to the company that the working of such mines or minerals is likely to damage the works of the railway, and if the company be willing to make compensation for such mines or any part thereof to such owner, lessee, or occupier thereof, then he shall not work nor get the same; and if the company and such owner, lessee, or occupier do not agree as to the amount of such compensation, the same shall be settled as in other cases of disputed compensation.

Owner may work, if company do not treat for purchase within 30 days.

90. If before the expiration of such 30 days the company do not state their willingness to treat with such owner, lessee, or occupier for the payment of such compensation, it shall be lawful for him to work the said mines or any part thereof for which the company shall not have agreed to pay compensation, so that the same be done in a manner proper and necessary for the beneficial working thereof, and according to the usual manner of working such mines; and if any damage or obstruction be occasioned to the railway or works by improper working of such mines, the same shall be forthwith repaired or removed, as the case may require, and such damage made good by the owner, lessee, or occupier of such mines or minerals, and at his own expense; and if such repair or removal be not forthwith done,—or, if the company shall so think fit, without waiting for the same to be done by such owner, lessee, or occupier,—it shall be lawful for the company to execute the same, and recover from such owner, lessee, or occupier the expense occasioned by action in any court of competent jurisdiction.

Company to pay owner or occupier of mines, losses he may sustain from railway.

91. The company shall, from time to time, pay to the owner, lessee, or occupier of any such mines extending so as to lie on both sides of the railway, all such additional expenses and losses as shall be incurred by such owner, lessee, or occupier, by reason of the severance of the lands lying over such mines by the railway, or of the continuous working of such mines being interrupted, as aforesaid, or by reason of the same being worked in such manner, and under such restrictions, as not to prejudice or injure the railway; and for any minerals not purchased by the company, which cannot be obtained by reason of making and maintaining the railway; and if any dispute or question shall arise between the company and such owner, lessee, or occupier, as aforesaid, touching the amount of such losses or expenses, the same shall be settled by arbitration.

Company may enter upon mines, to ascertain the likelihood of damage to railway.

92. For better ascertaining whether any such mines are being worked or have been worked, so as to damage the railway or works, it shall be lawful for the company, after giving 24 hours' notice in writing, to enter upon any lands through or near which the railway passes, wherein any such mines are being worked, or are supposed so to be; and to enter into, and return from any such mines or works connected therewith; and for that purpose it shall be lawful for them to make use of any apparatus or machinery belonging to the owner, lessee, or occupier of such mines, and to use all necessary means for discovering the distance from the railway to the parts of such mines which are being worked or about so to be.

Penalty for obstructing railway official in such inspection.

93. If any such owner, lessee, or occupier of any such mine shall refuse to allow any person appointed by the company for that purpose to enter into and inspect any such mines or works in manner aforesaid, every person so offending shall for every such refusal forfeit to the company a sum not exceeding 20*l.*

94. If it appear that any such mines have been worked contrary to the provisions of this law, the company may, if they think fit, give notice to the owner, lessee, or occupier thereof to construct such works, and to adopt such means as may be necessary or proper for making safe the railway and preventing injury thereto; and if, after such notice, any such owner, lessee, or occupier do not forthwith proceed to construct the works necessary for making safe the railway, the company may themselves construct such works, and recover the expense thereof from such owner, lessee, or occupier, by action at law.

Mines worked contrary to this law.

95. All engines, rails, plant, machinery, coals, and other articles required for the construction or for the working of the railway, shall, until the completion thereof, be admitted into the Colony free of customs duty and of all other Government dues.

Machinery and materials for railway to be admitted duty free.

96. The company may use and employ locomotive engines or other moving power, and carriages and wagons to be drawn or propelled thereby; and shall carry and convey upon the railway all such passengers and goods as shall be offered to them for that purpose, and shall make such reasonable charges in respect thereof as they may from time to time determine upon, not exceeding the tolls by the schedule to this law annexed, authorised to be taken by them.

Locomotive engines may be employed.

97. The company may from time to time enter into any contract with the Natal Railway Company, or the Natal Central Railway Company, for the passage over or along their respective lines of railway, of any engines, coaches, wagons, or other carriages, upon the payment of such tolls, and under such conditions and restrictions, as may be mutually agreed upon; and, for the purpose aforesaid, it shall be lawful for the respective parties to enter into any contract for the division or appointment of the tolls to be taken upon their respective railways: Provided always that every such contract shall be assented to and approved of by the Lieutenant Governor, with the advice of the Executive Council, and that the tolls shall not be less than the minimum charges authorised to be taken by the Natal Central Railway Company.

Company may contract with railwaycompanies for passage along their lines.

98. Nothing in this law contained shall extend to charge or make liable the company further or in any other case than where, according to law, common carriers would be liable, nor shall extend in any degree to deprive the company of any protection or privilege which common carriers may be entitled to; but, on the contrary, the company shall at all times be entitled to the benefit of every such protection and privilege: Provided also that the company shall not be liable for the loss of or injury to any article or articles or property of the description following; that is to say, gold or silver coin, or any gold or silver in a manufactured or unmanufactured state, or any precious stones, jewellery, watches, clocks, or timepieces of any description, trinkets, bills, notes of any bank, orders, notes, or securities for the payment of money, English or foreign stamps, maps, writings, title-deeds, paintings, engravings, pictures, gold or silver plate, or plated articles, glass, china, silk (in a manufactured or unmanufactured state), and whether wrought up or not wrought up with other materials, furs or lace, or any of them, contained in any parcel or package which shall have been delivered either to be carried for hire, or to accompany the person of any passenger on the company's line of railway, when the value of such article or articles or property aforesaid, contained in such parcel or package shall exceed the sum of 10 *l.*, unless at the time of delivery thereof at the office, warehouse, or receiving-house of the company, or to their book-keeper or other servant, for the purpose of being carried or of accompanying the person of any passenger as aforesaid, the value and nature of such article or articles or property shall have been declared by the person or persons sending or delivering the same, and such increased charge as hereinafter mentioned, or an engagement to pay the same be accepted by the person receiving such parcel or package.

Company to be liable as, and enjoy protection of carriers.

Exceptions to liability.

Unless passenger declare value.

99. As often as any parcel or package containing any of the articles above specified shall be so delivered, and its value and contents declared as aforesaid, and such value shall exceed the sum of 10 *l.*, it shall be lawful for the company to demand and receive an increased rate of charge, to be notified by some notice affixed in legible characters in some public or conspicuous part of the office, warehouse, or other receiving-house where such parcels or packages are received by them for the purpose of conveyance, stating the increased rates of charge required to be paid over and above the ordinary rate of carriage as a compensation for the greater risk and care to be taken for the safe conveyance of such valuable articles; and all persons sending or delivering parcels or packages containing such articles as aforesaid at such office shall be bound by such notice without further proof of the same having come to their knowledge.

May charge extra for parcels exceeding 10 *l.*

100. The company shall not be bound as to the value of any such parcel or package as aforesaid by the value so declared as aforesaid, but they shall in all cases be entitled to require from the party suing in respect of any loss thereof or injury thereto, proof of the actual value of the contents by other evidence, and the company shall be liable for such damages only as shall be so proved, not exceeding the declared value together with the increased charges before mentioned.

Company not to be bound by declaration of value.

101. No greater damages shall be recovered from the company for the loss of or for any injury done to any animals beyond the sums hereinafter mentioned; that is to say, for any horse 30 *l.*; for any neat cattle per head, 10 *l.*; for any sheep or goat per head, 1 *l.*; and for any pig, per head, 3 *l.*, unless the person sending or delivering the same to the company's

Extent of company's liability for damage to animals.

pany's servants, shall at the time of such delivery have declared them to be respectively of higher value than as above mentioned, in which case it shall be lawful for the company to demand and receive by way of compensation for the increased risk and care they occasioned, a reasonable percentage upon the excess of the value so declared above the respective sums so limited as aforesaid, and which shall be paid in addition to the ordinary rate of charge: Provided that such percentage or increased rate of charge shall be duly notified; provided also, that the proof of the value of such animals, articles, goods, and things, and the amount of the injury done thereto, shall in all cases lie upon the person claiming compensation for such loss or injury.

Railway to be worked safely and conveniently for the public.

102. The company shall manage, regulate, work, and use their railway, and every portion thereof, in a proper and safe manner, for the conveyance of passengers, animals, minerals, goods, merchandize, and other traffic whatsoever on the railway, and the reception, accommodation, and delivery of the traffic whatsoever, and in all other respects duly keep the same open for the convenient and safe use thereof by the public.

Properly qualified employés to be kept.

103. The company shall engage and employ on and about their railway, and every portion thereof, such a number of competent and careful managers, station-masters, clerks, engine-drivers, stokers, guards, pointsmen, watchmen, porters, labourers, and other officers and servants, as shall be proper and sufficient for the efficient and safe management and working of the same, and the proper accommodation of the public with reference thereto.

And adequate machinery, &c.

104. The company shall provide and maintain in complete repair, and in an efficient working state and good condition, and employ and use for all purposes of the traffic whatsoever on the railway, and the general accommodation of the public with reference thereto, all such locomotive and other engines, and other power, horses, carriages, trucks, carts, machinery, apparatus, utensils, implements, and things whatsoever, as shall be fully adequate in that behalf.

No persons to be favoured more than others.

105. The company shall afford all reasonable facilities for the receiving, forwarding, and delivery of traffic upon and from the railway, and shall not make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or company, or any particular description of traffic, in any respect whatsoever, nor shall subject any particular person or company, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Fares to be charged by an equal ratio.

106. All tolls, fares, or rates for passengers or goods shall be at all times charged equally to all persons, and after the same rate, whether per ton, per mile, or otherwise, in respect of all passengers, and of all goods or carriages of the same description, and no reduction or advance in any such tolls, fares, or rates, shall be made, either directly or indirectly, in favour of, or against any, particular person or company travelling upon or using the railway, except as is hereafter provided.

Charges for the military and militia, and volunteers.

107. Whenever it shall be necessary to move at the public expense any of the officers or soldiers of Her Majesty's forces, or any officers or men of any militia or volunteer corps, or of the police corps by the said railway, the said company shall and are hereby required to permit such forces respectively, their wives, widows, and children, their baggage, stores, arms, ammunition, and other necessaries and things, to be conveyed, at the usual hours of starting, at fares or charges not exceeding 2 *d.* per mile for each commissioned officer, such officer being entitled to conveyance in a first class carriage, and not exceeding 1 *d.* for each mile for each soldier or private in any militia or volunteer corps or police force, and also for each wife, widow, or child above 12 years of age entitled by competent authority to be sent to their destination at the public expense, children under three years of age, so entitled, being taken free of charge, and children of three years of age or upwards, but under 12 years of age, so entitled, being taken at half the price of an adult; and such soldiers or privates as aforesaid, their wives, widows, and children, so entitled, shall be conveyed in carriages which shall be provided with seats, with sufficient space for the reasonable accommodation of the persons conveyed, and which shall be protected against the weather: Provided also, that every officer conveyed shall be entitled to take with him one hundredweight of personal luggage without extra charge, and every soldier or private in any such aforesaid force, and every wife or widow, shall be entitled to take with him or her half a hundredweight of personal luggage without extra charge, all excess of the above-weights of personal luggage being paid for at the rate of not more than one halfpenny per pound, and all public baggage, stores, arms, ammunition, and other necessaries and things, shall be conveyed at charges not exceeding 2 *d.* per ton per mile, the assistance of the military or other forces being given in loading and unloading such goods. On conviction of any contravention by the said company of this clause, the said company shall be liable to a penalty not exceeding 200 *l.*

Penalty on company.

Coveyance of Government mails.

108. The said company shall be required to convey all Government mails by the said railway by any of the trains when called upon so to do, together with any officer or officers appointed or employed by the Postmaster General to be in charge thereof, and shall receive and deliver the said Government mails at such places on the said railway as the Postmaster General may direct; and for this purpose the said company shall at its own cost provide such accommodation for the safe and efficient conveyance of the said mails and the officer in charge thereof as the said Postmaster General shall deem sufficient and satisfactory. The rate of remuneration to be paid by the Government to the said company for the conveyance

Remuneration.

ance of the said mails shall be fixed from time to time by the Lieutenant Governor, with the advice of the Executive Council, but shall not in any case exceed the sum of 500 *l.* per annum. On conviction of any contravention of the provisions of this clause by the company, the said company shall be liable for each contravention to a penalty not exceeding 20 *l.* Penalty.

109. The company shall duly ascertain and keep full, true, and perfect accounts of all passengers, animals, minerals, goods, merchandise, and other traffic whatsoever, conveyed upon their railway, or any part thereof, and of all the receipts, credits, payments, and liabilities in respect of the management, regulation, maintenance, repair, insurance, working, and uses of the railway, and the reception, accommodation, transmission, and delivery of the traffic thereon, and of their receipts and credits from all other sources, and their payments and liabilities on all other accounts; and the accounts to be so kept shall comprise all such names, places, dates, numbers, distances, quantities, qualities, weights, measure, and other particulars as shall be proper and sufficient for the full elucidation thereof; and such company shall duly obtain and preserve all such vouchers and documents and other evidence as shall be proper and sufficient for the verification of the accounts to be so kept. Company to keep correct accounts.

110. If on demand any person fail to pay the tolls due in respect of any carriage or goods, it shall be lawful for the company to detain and sell such carriage, or all or any part of such goods, or if the same shall be removed from the premises of the company, to detain and sell any other carriages or goods within such premises belonging to the party liable to pay such tolls; and out of the monies arising from such sale to retain the tolls payable as aforesaid, and all charges and expenses of such detention and sale, rendering the overplus, if any, of the monies arising by such sale, and such of the carriages or goods as shall remain unsold, to the person entitled thereto, or it shall be lawful for the company to recover any such tolls by action at law. Goods may be sold by company, for non-payment of tolls.

111. If any person travel, or attempt to travel, in any carriage of the company, or party using the railway, without having previously paid his fare, and with intent to avoid payment thereof, or if any person having paid his fare for a certain distance, knowingly and wilfully proceed in any such carriage beyond such distance, without previously paying the additional fare for the additional distance, and with intent to avoid payment thereof, or if any person knowingly and wilfully refuse or neglect, on arriving at the point to which he has paid his fare, to quit such carriage, every such person shall for every such offence on conviction forfeit to the company a sum not exceeding 40 *s.* Passengers endeavouring to defraud the company, liable to a fine of 40 *s.* for each offence.

112. If any person be discovered either in or after committing or attempting to commit any such offence as in the preceding clause mentioned, all officers and servants and other persons on behalf of the company, or such other company or party as aforesaid, and all constables, gaolers, and peace officers may lawfully apprehend and detain such person until he can conveniently be taken before some resident magistrate, or until he be otherwise discharged by due course of law. Person committing such fraud, may be apprehended.

113. No person shall be entitled to carry, or require the company to carry, upon the railway any aquafortis, oil of vitriol, gunpowder, lucifer matches, or any other goods, which in the judgment of the company may be of a dangerous nature; and if any person send by the railway any such goods without distinctly marking their nature on the outside of the package containing the same, or otherwise giving notice in writing to the book-keeper or other servant of the company with whom the same are left at the time of so sending, he shall on conviction forfeit to the company 20 *l.* for every such offence; and it shall be lawful for the company to refuse to take any parcel that they may suspect to contain goods of a dangerous nature, or require the same to be opened, to ascertain the fact. Company not bound to carry articles of a dangerous nature.

114. If any collector of tolls, or other officer employed by the company, be discharged or suspended from his office, or die, abscond, or absent himself, and if such collector or other officer, or the wife, widow, or any of the family, or representatives of any such collector or other officer, refuse or neglect, after seven days' notice in writing for that purpose, to deliver up to the company, or to any person appointed by them for that purpose, any station, dwelling-house, office, or other building, with its appurtenances, or any books, papers, or other matters belonging to the company in the possession or custody of any such collector or officer at the occurrence of any such event as aforesaid, then, upon application being made by the company to any resident magistrate, it shall be lawful for such resident magistrate to order any constable, with proper assistance, to enter upon such station or other building, and to remove any person found therein, and to take possession thereof, and of any such books, papers, or other matters, and to deliver the same to the company or any person appointed by them for that purpose. Family of deceased or discharged railway official, bound to give up premises and papers, on seven days' notice.

115. Any officer or agent of the company, or any constable, and all such persons as they may call to their assistance, may seize and detain any engine-driver, guard, porter, or other servant in the employ of the company who shall be found drunk while employed upon the railway, or who shall commit any offence against any of the bye-laws, rules, or regulations of the company, or shall wilfully, maliciously, or negligently do or omit to do any act whereby the life or limb of any person passing along, or being upon the railway Railway employés offending against the bye-laws, may be apprehended.

or the works thereof, shall or might be injured or endangered, or whereby the passage of any of the engines, carriages, or trains shall be or might be obstructed or impeded; and to convey such engine driver, guard, porter, or other servant so offending, or any person counselling, aiding, or assisting in such offence, with all convenient dispatch before the nearest or most convenient resident magistrate, without any other warrant and authority than this law; and every such person so offending, and every person counselling, aiding, or assisting therein as aforesaid, shall, when convicted before such resident magistrate (who is hereby authorised and required, upon complaint to him made upon oath, without information in writing, to take cognisance thereof, and to act summarily in the premises) in the discretion of such magistrate, be imprisoned, with or without hard labour, for any term not exceeding two calendar months, or, in the like discretion of such magistrate, shall, for every such offence, on conviction forfeit to the Crown, for the use of the Colonial Treasury, any sum not exceeding 10*l.*, and in default of payment thereof shall be imprisoned, with or without hard labour as aforesaid, for such period, not exceeding two calendar months, as such magistrate shall appoint; such commitment to be determined on payment of the amount of the penalty.

Company to make certain regulations.

116. It shall be lawful for the company from time to time to make regulations for the following purposes, that is to say:

For regulating the mode by which, and the speed at which carriages using the railway are to be moved or propelled;

For regulating the times of the arrival and departure of any such carriages;

For regulating the loading or unloading of such carriages, and the weights which they are respectively to carry;

For regulating the receipt and delivery of goods and other things which are to be conveyed upon such carriages;

For preventing the smoking of tobacco, and the commission of any other nuisance, in or upon such carriages, or in any of the stations or premises occupied by the company;

And generally for regulating the travelling upon or using and working of the railway.

And for the better enforcing the observance of any or all of such regulations, it shall and may be lawful for the said company to make bye-laws, and by such bye-laws to impose any penalty not exceeding 5*l.*, and from time to time to repeal or alter such bye-laws, provided the same be not in conflict with the laws of the Colony or the provisions of this law.

List of offences in English and Dutch to be put up at station.

117. And the company shall cause the short particulars of the several offences for which the punishment or penalty is provided by this law, or by any bye-law affecting persons other than the shareholders, officers, or servants of the company, and of the amount of every such penalty, and shall cause such particulars to be painted on a board, or printed upon paper and pasted thereon, in the English and Dutch languages; and shall cause such board to be hung up or affixed on some conspicuous part of the principal place of business of the company; and where any of such penalties are of local application, shall cause the boards to be affixed in some conspicuous place in the immediate neighbourhood to which such penalties are applicable or have reference; and such particulars shall be renewed as often as the same, or any part thereof, is obliterated or destroyed.

Persons injuring board for publishing bye-laws, liable in a penalty of 5*l.*

118. If any person pull down or injure any board put up or affixed, as required by this law for the purpose of publishing any bye-law or penalty, or shall obliterate any of the letters or figures thereon, he shall on conviction forfeit for every such offence a sum not exceeding 5*l.*, and shall defray the expenses attending the restoration of such board.

When bye-laws take effect.

119. No bye-law, rule, or regulation, other than those for the regulation of the officers and servants of the company, made by the company under the provisions of this law, shall have any force or effect until two months after a true copy of such bye-law, rule, or regulation, certified under the hand of the Secretary of the company, shall have been forwarded to the Lieutenant Governor of the Colony, unless the Lieutenant Governor shall, before such period, have signified, with the consent of his Executive Council, his approbation thereof.

Lieutenant Governor may disallow bye-laws.

120. The Lieutenant Governor may, with the consent of the Executive Council, at any time either before or after any bye-law, rule, or regulation, shall have been submitted to them as aforesaid, notify to the company the disallowance thereof; and in case the same shall be in force at the time of disallowance, the time at which it shall cease to be in force. And no bye-law, rule, or regulation, which shall be disallowed shall have any force or effect whatever; or if it shall be in force at the time of such disallowance, it shall cease to have any force or effect at the time limited in the notice of such disallowance, saving in so far as any penalty may have been incurred already under the same.

Penalties to be levied by distress.

121. It shall be lawful for any resident magistrate to order any offender so convicted as aforesaid, to be detained and kept in safe custody, until return can conveniently be made to the warrant of distress to be issued for levying such penalty or forfeiture and costs, unless the offender give sufficient security, by way of recognizance or otherwise for his appearance before him on the day appointed for such return, such day not being more than

than eight days from the time of taking such security; and if, before issuing such warrant of distress, it shall appear, by the admission of the offender or otherwise, that no sufficient distress can be had within the jurisdiction of such court, whereon to levy such penalty or forfeiture and costs, or if such warrant shall have been issued, and upon the return thereof such insufficiency shall be made to appear, then such court shall by warrant cause such offender to be committed to gaol, there to remain, without bail, for any term not exceeding three months, unless such penalty or forfeiture and costs be sooner paid and satisfied.

Half penalty may be awarded to informer.

122. The court by whom any such penalty or forfeiture shall be imposed may, where the application thereof is not otherwise provided for, award not more than one-half thereof to the informer, and shall award the remainder to the Crown to be paid into the Colonial Treasury.

Person injuring the property of company through fault or neglect, liable in damages, as well as penalty.

123. If through any act, neglect, or default, on account whereof any person shall have incurred any penalty imposed by this law, any damage to the property of the company shall have been committed by such person, he shall be liable to make good such damage, as well as to pay such penalty; and the amount of such damages shall, in case of dispute, be determined by the court by whom the party incurring such penalty shall have been convicted; and on non-payment of such damages, the same shall be levied by distress, and such court shall issue its warrant accordingly.

Penalty for removing rails, &c., 10 years imprisonment.

124. If any person shall unlawfully and maliciously put, place, cast, or throw upon or across the railway, any wood, stone, or other matter or thing, or shall, unlawfully and maliciously, take up, remove, or displace any rail, sleeper, or other matter or thing belonging to the railway, or shall, unlawfully and maliciously, turn, move, or divert any points or other machinery belonging thereto, or shall unlawfully or maliciously make or show, hide or remove, any signal or light upon or near to the railway, or shall, unlawfully and maliciously do, or cause to be done, any other matter or thing, with intent, in any of the cases aforesaid, to obstruct, upset, overthrow, injure, or destroy any engine, tender, carriage, or truck, or to endanger the safety of any person travelling or being upon such railway, every such offender shall be guilty of *crimen de injuriâ*, and, being convicted thereof, shall be liable, at the discretion of the court, to be imprisoned for any term not exceeding 10 years, with or without hard labour.

Same, if one throw any missile at railway.

125. If any person shall, unlawfully and maliciously, cast, throw, or cause to fall or strike at, against, into, or upon, any engine, tender, carriage, or truck used upon the railway, any wood, stone, or other matter or thing, with intent to injure or endanger the safety of any person being in or upon such engine, tender, carriage, or truck, every such offender shall be guilty of *crimen de injuriâ*, and, being convicted thereof, shall be liable, at the discretion of the court, to be imprisoned for any term not exceeding 10 years, with or without hard labour.

Setting fire to station, house, &c.

126. If any person shall, unlawfully and maliciously, set fire to any station, engine-house, warehouse, or other building, belonging or appertaining to the railway, every such person shall be guilty of store-burning, and, being convicted thereof, shall suffer all the pains and penalties imposed by law for the commission of such crime; and if any person shall, unlawfully and maliciously, set fire to any goods or chattels, being in any building, the setting fire to such is made store burning by this law, every such offender shall be guilty of store-burning, and, being convicted thereof, shall suffer all the pains and penalties imposed by law for the commission of such crime.

Persons guilty under three preceding sections, may be apprehended anywhere.

127. It shall be lawful for any person whatsoever to apprehend any person who shall be found committing any offence under the three preceding sections of this law, and to convey him or deliver him to some constable or other peace officer, in order to his being conveyed, as soon as conveniently may be, before a justice of the peace, to be dealt with according to law.

Assault by offender on officer.

128. If any person liable to be apprehended under the preceding section of this law shall assault or offer any violence to any person by law authorised to apprehend or detain him, or by any person acting in his aid and assistance, every such offender shall, on being convicted thereof, be liable to be imprisoned, with or without hard labour, for any term not exceeding three years.

Summons or writ served on company may be sent per post.

129. Any summons or notice, or any writ or other proceeding at law, requiring to be served upon the company, may be served by the same being left at, or transmitted through the post, directed to the principal office of the company in Natal, or one of the principal offices where there shall be more than one, or being given or transmitted through the post directed to the secretary, or, in case there be no secretary, to the solicitor of the company in Natal.

Person guilty of irregularity under this law, may make tender to party injured.

130. If any party shall have committed any irregularity or trespass, or other wrongful proceeding in the execution of this law, or by virtue of any power or authority hereby given, and if, before action brought in respect thereof, such party make tender of sufficient amends to the party injured, such last-mentioned party shall not recover in any such action; and if no tender shall have been made, it shall be lawful for the defendant, by leave of the court where such action shall be pending, at any time before issue joined to

pay into court such sum of money as he shall think fit, and thereupon such proceedings shall be had as in other cases where defendants are allowed to pay money into court.

Penalties to be recovered summarily.

131. Every penalty or forfeiture imposed by this law or by any bye-law made in pursuance thereof, the recovery of which is not otherwise provided for, may be recovered by summary process in any competent court; and on complaint being made a summons shall be issued requiring the party complained against to appear before the court, at a time and place to be named in such summons; and every such summons shall be served on the party offending, either in person or by leaving the same with some inmate at his usual place of abode; and if there be no inmate, by affixing the same on the door; and upon the appearance of the party complained against, or in his absence, after proof of the due service of such summons, it shall be lawful for the court to proceed to the hearing of the complaint, and that although no information in writing or in print shall have been exhibited; and upon proof of the offence, either by the confession of the party complained against, or upon the oath of one credible witness or more, it shall be lawful for such court to convict the offender, and upon such conviction to adjudge the offender to pay the penalty or forfeiture incurred, as well as such costs attending the conviction as the court may think fit.

Penalty and costs to be recovered by distress and sale.

132. If forthwith upon any such adjudication as aforesaid the amount of the penalty or forfeiture and of such costs as aforesaid be not paid, the amount of such penalty and costs shall be levied by distress and sale.

Treasurer of company personally liable for company debt to extent of 20 *l.*

133. If any such sum shall be payable by the company, and if sufficient goods of the company cannot be found whereon to levy the same, it may, if the amount thereof do not exceed 20 *l.*, be recovered by distress of the goods of the treasurer of the said company; and the court, having jurisdiction, on application shall issue their warrant accordingly; but no such distress shall issue against the goods of such treasurer unless seven days' previous notice in writing, stating the amount so due, and demanding payment thereof, have been given to such treasurer or left at his residence; and if such treasurer pay any money under such distress as aforesaid, he may retain the amount so paid by him, and all costs and expenses occasioned thereby out of any money belonging to the company, coming into his custody or control, or he may sue them for the same.

Company may maintain ships, &c.

134. The company shall be, and they are hereby empowered and authorised when and as soon as in their discretion they shall think fit, to purchase, own, hire, construct, and maintain such ships, steamers, lighters, and other cargo boats as may be necessary or required by them for the carriage, transport, or conveyance of all coal, iron, and other minerals, either when manufactured or in their natural state, and of all such rails, machinery, timber, and other supplies, as may be necessary or used in or for the construction or maintenance of their line of railway or their mining works, or may be ancillary thereto; and also ships, steamers, lighters, and other cargo boats to charter, freight, or hire for any of the purposes aforesaid.

Property of company to be free from assessment for 30 years.

135. And be it further enacted, that for the period of 30 years from and after the completion of the said intended line of railway all the property and operations of the company, held and conducted by them within the limits of this Colony, and under the powers given by this law, shall be free and exempt from all special taxation, that is to say, from all or any charges, burdens, imposts, customs, Government duties, rates and taxes, such as may not be applicable to, or imposed upon, the Colony generally, or upon local districts in which such property may be situated, or upon other interests and classes of the general community therein.

Proceedings not to be quashed through informality.

136. No proceeding in pursuance of this law shall be quashed or vacated for want of form.

Person wilfully giving false evidence, guilty of perjury.

137. Any person who, upon any examination upon oath under the provisions of this law, shall wilfully and corruptly give false evidence, shall be liable to the penalties of wilful and corrupt perjury.

All penalties hereunder to go to Government.

138. All penalties, fines, or forfeitures imposed under this law, or by any bye-laws herein authorised to be made, shall be paid to Her Majesty, her heirs, and successors, and unless remitted shall be applied for the public uses of the Colony and the support of the government thereof.

Not to affect any prerogative of Her Majesty.

139. Nothing in this law contained shall be deemed to affect or apply to any right, title, or interest of Her Majesty, her heirs, or successors, or of any body corporate or politic, or of any person or persons excepting such as are mentioned in this law and those claiming by, from, or under them respectively.

A public law, when to take effect.

140. This law shall be taken to be a public law, and shall be noticed as such in all judicial courts in this Colony: and shall commence and take effect from and after the publication thereof in the "Government Gazette" of this Colony.

Natal Coal Company Railway.

Schedule of Charges for the Carriage of Passengers, Cattle, Coals, and various Kinds of Merchandise.

Passengers, Per Mile	Cattle, Per Mile.	Coals, per Ton Per Mile.	Manure, Lime, Compost, per Ton per Mile.	Sugar, Corn, Grain, Timber, per Ton per Mile.	Manufactured Goods, Cotton, Wools, per Ton per Mile.
d.	*d.*				
1st Class - - 4	Horses - - 4	3 *d.*	1st Class, 6 *d.*	2d Class, 9 *d.*	3d Class, 1 *s.*
	Horned Cattle, 3				
2d Class - 3	Sheep - - 1				
3d Class - 2	Pigs - - 1				

Given at Government House, this Twenty-sixth day of September 1864.

By command of His Excellency the Lieutenant Governor.

(signed) *D. Erskine*,
Colonial Secretary.

(L. S.)

I certify that the foregoing is a true transcript of a law, intituled, "For empowering the Natal Coal Company to Purchase and take on Lease for Mining Purposes; to carry on Mining Operations; to Construct and Maintain a Railway from Pietermaritzburg to the Coal Districts in the County of Klip River; to purchase, sell, hold, own, and charter Ships for the Exportation of Minerals; and for conferring on the Company certain Privileges and Concessions," enacted by the Lieutenant Governor of the Colony of Natal, by and with the advice and consent of the Legislative Council thereof, on the 26th day of September 1864.

Given under my hand and the public seal of the Colony, this 31st day of October 1864.

J. Scott, Lieutenant Governor.

Enclosure 3, in No. 2.

(No. 22, 1864.)

(L. S.) (signed) *J. Scott.*

L A W

(*Enacted by the Lieutenant Governor of Natal, with the Advice and Consent of the Legislative Council thereof*), Encl. 3, in No. 2.

To enable the Lieutenant Governor of Natal, under certain conditions, to pay Guaranteed Interest to the Natal Central Railway Company.

Whereas a law has been passed by the Legislative Council of the Colony of Natal in the present Session for the purpose of empowering the Natal Central Railway Company (Limited), to construct a railway between the city of Pietermaritzburg and the borough of Durban; and whereas a law has also been passed by the said Legislative Council for the purpose of associating certain persons together into a company under and by the name of the Natal Coal Company, and, amongst other purposes, for the purpose of empowering said company to purchase and hold lands for mining purposes, and also to construct and maintain a railway from Pietermaritzburg, and terminating in the county of Klip River, near to the village of Colenso, and beyond the River Tugela. And whereas it is desirable that said Railway should be constructed, and it is necessary in case the undertaking of the Natal Central Railway Company should prove unremunerative that the Colonial Govern- Preamble.

ment of Natal should be liable to contribute a certain sum of money by way of guaranteed interest upon the principal sum expended in the construction of said line. And whereas the construction of a line of railway as proposed by the Natal Coal Company would tend or conduce to diminish the liability of the Colonial Government of Natal to make contribution to the Natal Central Railway Company, and it is expedient to secure the construction of said lines of railway:

Be it enacted, by the Lieutenant Governor of Natal, with the advice and consent of the Legislative Council thereof, as follows:—

Lieutenant Governor may enter into contract with railway company for construction of line between Pietermaritzburg and Durban.

1. It shall and may be lawful for the Lieutenant Governor of this Colony for the time being to make and conclude with the said Natal Central Railway Company a contract for the construction, maintenance, and working, at the cost and expense of the said Central Railway Company, of a line of railway between the city of Pietermaritzburg and borough of Durban, as described in said Natal Central Railway Company Bill, upon such terms and conditions as to construction and working, and nature and description of work, as the said Governor may think fit and necessary: Provided always, that the said contract shall make provisions for the construction of a definite portion of the said line during each and every year, and that in default of the construction of such definite portion, the contract shall terminate and be ended, and the liability of the Colonial Government to the payment of guaranteed interest shall therefrom cease and be ended.

Interest at 6 per cent. may be paid to shareholders on sum not exceeding 670,000 *l.*

2. The said Natal Central Railway Company shall be entitled to pay interest to their shareholders, subject to the conditions of this law, after the rate of six per centum per annum upon the several sums expended upon the construction of the line, and to add such sum so paid to the sum so expended in the construction of the line, such sum so expended on construction not to exceed 670,000 *l.*, so as to form one fund upon which guaranteed interest shall be payable: Provided, however, the said company shall not be entitled to capitalise any interest after 31st December 1871, and provided that such sum so to be capitalised by way of interest shall not exceed the sum of 80,000 *l.*

Interest not to be capitalised after 1871.

Only interest on certificate of Colonial railway engineer to be capitalised.

3. No interest shall be capitalised except such sum as may be contained and specified in the certificate of the Colonial railway engineer.

Certificate of expenditure to be given half-yearly by Colonial railway engineer.

4. The Colonial railway engineer shall give a half-yearly certificate, on the 30th day of June and the 31st day of December in each and every year during the construction of the said railway, containing and specifying the sums of money properly expended in and about the construction of the said railway, the respective date and dates at which the said several sums were expended, and the interest due on the said sums from said dates. No interest on any part of the said principal sums shall be certified for until six months after the said railway shall have been *bonâ fide* commenced, and no interest shall be certified for any half-year in which half-year the construction of the line shall be suspended during a period of two months in the whole: Provided always, that any certificate so withheld from the said company shall, if the said line be completed within the time specified in said contract and in terms thereof, be granted to the said Company upon the opening of the said line of railway.

Where net profit of line between Durban and Pietermaritzburg shall not allow interest at 6 per cent. Government to pay the difference out of the Colonial revenues.

5. In case the receipts from the goods, passengers, and all other traffic of the said line of railway between Pietermaritzburg and Durban shall not, after deducting the expenses of working the said railway during any half-year, leave a surplus equal to interest after the rate of six per centum per annum upon such sum not exceeding the sum of 670,000 *l.* sterling, as the Colonial railway engineer shall certify to be the sum actually expended in and upon the construction of a line of railway between the city of Pietermaritzburg and the borough of Durban, and upon the sums capitalised by way of interest, then the Lieutenant Governor may, by way of guaranteed interest in each and every half-year, pay out of the Colonial revenues to the said Company the difference or deficiency existing between such sum as may remain after payment of working expenses and the sum required for such half-year to pay interest on the principal sum so certified to have been expended in the construction of said line of railway and upon the sum so capitalised by way of interest after the rate of six per centum per annum.

Government not to be liable to pay more than 45,000 *l.* in any one year.

6. The Colonial Government shall not be liable in any one year to pay any larger sum than guaranteed interest after the rate of six per centum per annum upon the sums certified by the Colonial railway engineer to have been expended in and upon the construction of the said line of railway, and to have been capitalised by way of interest as aforesaid, and such guaranteed interest shall not exceed in any one year the sum of 45,000 *l.*, nor in any half-year the sum of 22,500 *l.*

Liability of Government not to continue more than 50 years.

When railway to be open for traffic.

7. The liability of the Colonial Government to make such payment of guaranteed interest to the Natal Central Railway Company shall continue during a period of 50 years, to be computed from the 31st day of December 1871, or from such earlier date as the said line of railway shall be completed. All claims to guaranteed interest shall be forfeited unless the railway is constructed, completed, and opened for public traffic within 18 months of the time specified in the contract; and should the half of the length of the railway not be completed and ready for opening for public traffic within four years from the date of the contract all claim to guaranteed interest shall be forfeited.

Government's liability to pay interest to cease until one-half of Natal Coal Company's line completed.

8. If the Natal Coal Company shall not have constructed and completed one-half of their line of railway, set forth in the preamble of this law, within 18 months of the opening of the Natal Central Railway Company line, then all guaranteed interest shall cease to be due

due and payable to the Natal Central Railway Company until such half of the line shall have been constructed and completed, after which the liability to pay guaranteed interest shall again commence.

Interest for half-year to be forfeited if railway ceases working for 30 days.

9. If at any time during the period that the said guaranteed interest shall be payable the working of the said railway between Pietermaritzburg and Durban shall be suspended for 30 days successively in any one half-year, the guaranteed interest shall be forfeited during such half-year.

Forfeiture of two half-years' interest on 60 days' suspension.

Total forfeiture on 365 days' suspension.

10. If in any year after the guaranteed interest shall have commenced to be payable the working of the said Natal Central Railway shall be suspended for 60 days successively, the guarantee shall be forfeited for the two half-years following such suspension of the working of the railway. When the working of the said railway shall be suspended for 365 days successively the guaranteed interest shall be forfeited from the commencement of the said days for ever.

£. 150 to be deducted for each day's suspension.

11. The Lieutenant Governor, at the end of each half-year, shall retain and deduct from any payment by way of guaranteed interest that the Colonial Government of Natal may be liable to make to the Natal Central Railway Company, the sum of 150 *l.* for each and every day that the working of the said line of Natal Central Railway shall be suspended during such half-year.

Guarantee to cease on suspension for 10 half-years.

12. If the guaranteed interest shall become forfeited for five years or ten half-years, whether successive or not, the guarantee shall cease and be terminated, and the Colonial Government shall not make any payment on account thereof thereafter.

What considered as suspension.

13. For the purposes of this law, the working of the said line of Natal Central Railway shall be deemed to be suspended in any part on or over which in any day after the same shall have been once opened or used for public traffic a train with sufficient accommodation, at lawful charges, for the then average demand for passengers and goods traffic respectively, shall not have passed at a reasonable speed: Provided always, that with reference to suspension as aforesaid, no Sunday, Christmas Day, Good Friday, or other public holiday, shall be deemed a day, and a succession of days shall not be deemed to be interrupted by any such Sunday, Christmas Day, Good Friday, or other public holiday intervening; provided also, that if any break shall occur in the line of the said railway, so that ordinary trains cannot pass over such break, and such break shall have been occasioned otherwise than through the wilful act or default of the said Natal Central Railway Company or of any person or persons in their employment, which act or default could not have been prevented by the exercise of reasonable care or foresight on the part of the said Company, then the fact of a train not passing over such break shall not, while reasonable efforts on behalf of the said Company be made to repair it, be deemed a suspension under this law.

When contract may be made by Government.

14. And whereas the said Natal Central Railway Company may decline to enter into a contract when a payment of guaranteed interest may be contingent on the construction of one-half of the line of the Natal Coal Company: Be it enacted, that it shall and may be lawful for the Lieutenant Governor of Natal for the time being to make such contract as aforesaid when and as soon as a sum of no less than 100,000 *l.* shall have been paid over by the Natal Coal Company to the Colonial Government of Natal, said sum to be subject to the provisions herein set forth.

Coal Company shall pay 100,000 *l.* to Colonial Government.

15. The said coal company shall pay over, or cause to be paid over, to the Colonial Government of Natal the sum of 100,000 *l.*, which said sum shall be invested, in the name of the Colonial Government of Natal, in such securities as the Natal Coal Company may elect, and the Colonial Government of Natal may assent to: Provided always, that if the Colonial Government of Natal dissent from investing said sum in such securities as the said Coal Company may elect, then the sum shall be so invested in any of the Parliamentary stocks or public funds of Great Britain: Provided, however, that the Colonial Government of Natal shall not be answerable or accountable for any deficiency or insufficiency of any stocks, funds, or securities in or upon which said sum, or all or any part thereof, may be invested.

To remain invested for 10 years.

16. The said principal sum of 100,000 *l.* shall remain invested for a period of 10 years, and then be repaid to the said Natal Coal Company, unless their right to repayment of said sum become forfeited and discharged in the meantime.

To be forfeited if coal line not opened on 31st December 1875.

17. If the said Coal Company line between Pietermaritzburg and the county of Klip River be not completed and constructed in terms of the said contract, and open for public traffic on the 31st day of December 1875, then the Colonial Government shall hold the said sum, or the stocks, funds, or securities in which the said sum may be invested, and all dividends, interest, or other annual produce arising therefrom, for the public use of the Colony.

Interest or dividends to be paid to Coal Company.

18. All dividends, interest, or other annual produce arising from the said sum so invested, shall be received by the Colonial Government, and shall be paid over by them to the said Coal Company, subject to the provisions in this law contained.

One-fourth of Coal Company's line to be constructed in four years.

19. After the expiration of four years from the date of the contract to be entered into between the Colonial Government and the Natal Coal Company, the interest, dividends, or other annual produce of the said sum so received or to be received by the Colonial Govern-

ment of Natal for the last half-year of the said year shall not be paid over to the Coal Company unless and until one-fourth of the said Coal Company line, exclusive of iron bridges and permanent ways, shall be constructed in terms of the said contract; and the same and all other dividends, interest, or other annual produce subsequently accruing due on said sum of 100,000 *l.*, until one-fourth of said Coal Company's line be constructed, as in this section is mentioned, shall be paid into the Colonial Treasury, and be applied to the public uses of the Colony.

One-half in six years.

20. All interest, dividends, or other annual produce due on the principal sum at the end of the sixth year from entering into the said contract for construction of the Coal Company line, and all subsequent accruing interest, dividends, or other annual produce, shall, unless and until one-half of the Natal Coal Company line of railway, exclusive of iron bridges and permanent ways, be then constructed in terms of said contract, be paid over to the Colonial Government for the public uses of the Colony.

Three-fourths in eight years.

21. The said sum of 100,000 *l.*, or the stocks, funds, or securities in which it may be invested, and all interest, dividends, or other annual produce thereon, shall, after the expiration of eight years from the date of the said Natal Coal Company contract, unless three-fourths in length of their said line be constructed and completed in terms of said contract, become and be the property of the Colonial Government, freed and discharged from any charge or claim of the Natal Coal Company either to principal or interest, and shall be paid over to the Colonial Treasury for the public uses of the Colony.

Government to reserve right of control in respect to construction of railway, and expenditure thereof.

22. The Colonial Government, in any contract to be entered into between them and the Natal Central Railway Company, shall cause the expenses of working said line of railway to be defined, and shall make provision for and reserve to themselves the right of controlling, revising, and deciding upon moneys expended in, upon, or about the construction, maintenance and working of the said line of railway, and all payments to directors, officers, and all servants of the Company, so long as any liability to the payment of guaranteed interest by the Colonial Government of Natal to the Natal Central Railway Company continues to exist: Provided always, that the Colonial Government of Natal and the said Natal Central Railway Company may at any time release each other, the Colonial Government from the liability to pay any guarantee, and the said Company from the operation of this section.

No interest to be paid upon sums paid to promoters of Central Railway.

23. No interest or guaranteed interest shall be paid or payable upon any sum or sums paid or to be paid to the promoters of the Natal Central Railway Company, under article 125 of their articles of association.

When railway to repay guaranteed interest.

24. If during any half-year after the opening of the said Natal Central Railway the net profits of the Company exceed the sum authorised by this law to be paid as guaranteed interest, at the rate of 6 per centum per annum, then a moiety of any such excess shall be paid over by the Company to the Colonial Treasury, in disbursement of any sums which may have been already paid on account of said guaranteed interest.

Company to import 80 per cent. of labour.

25. In any contract to be entered into between the Colonial Government and the Natal Central Railway Company, the Company shall be bound to import at least 80 per centum of the labour employed in the construction of the said railway, or an equivalent number of immigrants, at the expense of the Company.

Government may purchase railway stock.

26. The Colonial Government of Natal shall have and may exercise, by giving six months' notice thereof, the right of purchasing from the Natal Central Railway Company the said railway and rolling stock, engines, carriages, plant, and machinery connected with said railway; the amount of purchase-money to be paid by the Colonial Government to the said Company to be fixed as follows: the Colonial Government shall ascertain and determine the average yearly dividend paid to the shareholders during the three years next preceding the period when they shall give notice of their intention to purchase, to which average shall be added 10 per cent. and 20 times the amount of said average yearly dividend; and 10 per cent. added thereto shall be the sum paid on such purchase: Provided always, that either party, the said Colonial Government or the said Railway Company, may, in place of offering or accepting said sum, authorise the Board of Trade in England to ascertain, upon statements furnished by or on behalf of each party, the value of the interest of the said Natal Central Railway Company in the said railway, and the sum so ascertained shall be the purchase price to be paid.

Disputes to be settled by arbitration.

27. In case of any dispute arising at any time between the Colonial Government and the Central Railway Company with respect to any portion of the contract, such dispute shall be settled by arbitration, in such manner as may be defined and set forth in the contract.

Date of effect of this law.

28. This law shall commence and take effect from and after the promulgation thereof in the Government Gazette.

Given at Government House, this 26th day of September 1864.

By command of his Excellency the Lieutenant Governor.

(signed) *D. Erskine*,
Colonial Secretary.

(L. S.)

I CERTIFY that the foregoing is a true transcript of Law No. 22, of 1864, enacted by the Lieutenant Governor of the Colony of Natal, by and with the advice and consent of the Legislative Council thereof, on the 26th day of September 1864.

Given under my hand and the public seal of the Colony, this 31st day of October 1864.

(signed) *J. Scott,*
Lieutenant Governor.

Enclosure 4, in No. 2.

(No. 21, 1864.)

(L. S.) (signed) *J. Scott.*

L A W,

(*Enacted by the Lieutenant Governor of Natal, with the Advice and Consent of the Legislative Council thereof,*) Encl. 4, in No. 2.

To enable the Lieutenant Governor to impose a Special Tax on immoveable Property to defray a moiety of any guaranteed Interest paid to the Natal Central Railway Company.

WHEREAS a law has been passed by the Legislative Council of the Colony of Natal in this Session, to empower the Natal Central Railway Company to construct and maintain a line of railway between the City of Pietermaritzburg and the Borough of Durban; and whereas a law has also been passed by the said Legislative Council, empowering the Lieutenant Governor from and out of the general revenues of the Colony to guarantee payment of interest on any sum of money expended by said company in and about the construction of said line of railway for a period not exceeding 50 years after the construction of said line of railway, and not exceeding 45,200*l.* in any one year, and further to pay during the construction of said line of railway, interest after the rate of six per cent. per annum on all sums *bonâ fide* expended in the construction of the same; and whereas, in consideration of the advantages which will directly and indirectly accrue to the owners of land, or occupiers of land in the Colony from the said line of railway, it is expedient that the immoveable property in the Colony should be rated, so far as may be requisite, to contribute half of whatever annual amount the general revenue may, in any year, be required to pay towards or for the guaranteed interest, and the interest aforesaid: Preamble.

Be it enacted by the Lieutenant Governor of Natal, with the advice and consent of the Legislative Council thereof, as follows:—

1. The Lieutenant Governor may appoint three or more persons to make a valuation of all rateable immoveable property within this Colony, and from time to time to alter, revise, amend, or correct such valuation. Appointment of valuators of immoveable property.

2. The following immoveable property shall be rateable immoveable property under this law:—All lands, and the buildings, exclusive of machinery, if any erected thereon, situate or being included within the borough of Pietermaritzburg and the borough of Durban, whether the same be alienated by the said corporations, or otherwise; and all lands and buildings, exclusive of machinery (if any) erected thereon, situate, and being elsewhere within the Colony: Provided also, that no land and buildings (if any) erected thereon, exclusively dedicated to religious worship, or charitable or educational purposes, or held in trust, or owned for any of the aforesaid purposes, nor any burial ground, or cemetery, or hospital, nor any immoveable property vested in any body corporate, or individual or individuals in public trust for the use or benefit of the Natives, nor land occupied by the Natives under the sanction or permission of the Lieutenant Governor nor any immoveable property, nor houses (if any) erected thereon belonging to the Imperial or Colonial Government, shall be rateable immoveable property, or valued for the purpose of rating under this law. What property to be rated under this law. Exceptions.

3. The said Valuators or Commissioners shall assess and estimate and declare the freehold value of immoveable property rateable under this law, and in assessing and estimating and declaring the said freehold value shall specially consider, and take into their estimation the special advantages accruing to any rateable immoveable property from the construction of the said line of railway. Valuators to assess property as benefited by railway.

4. The said Valuators, or such other person as the Lieutenant Governor may appoint, shall, within six calendar months before any rate may be enforced or collected, publish or cause to be published in the Government Gazette, and posted up at the resident magistrate's office, a list of the valuation of the immoveable property of each county or division, and such list, as near as can be, shall specify the name and description of the property so valued, the person liable to pay the rate thereon, and the amount of valuation. Rate to be published by valuators six months before rate can be enforced.

 5. Any

Persons aggrieved may appeal to resident magistrate.

5. Any person feeling himself aggrieved by such valuation, may, within a calendar month after the date of the publication of said notice, appeal against the same to the resident magistrate of the county or division, within which county or division the said immoveable property may be situate, who is hereby authorised and empowered to hear such appeal, and to appoint a day for the hearing of the same; provided that a notice specifying the grounds of such appeal at least 14 days before the same shall be heard, shall be served on or left at the office of the clerk of the peace for said county or division in which such immoveable property shall be situated.

Lieutenant Governor may levy rate annually, to pay half of guaranteed interest.

6. The Lieutenant Governor may, with the advice and consent of his Executive Council, annually make and levy such rate on all such immoveable property as may be required during any year for defraying one-half the sum paid, or to be paid, in or on account of guaranteed interest to the Natal Central Railway Company, after the construction of their railway, together with the expenses attendant on the collection of such rate.

Every such rate to be an equal poundage rate.

7. Every such rate shall be an equal poundage rate made upon an estimate of the freehold value of all immoveable property rateable under this law.

Who bound to pay rate.

8. Every rate made or levied under the provisions of this law, shall be paid to the person authorised to collect the same, by the person in the actual occupation of the rateable immoveable property at the time the rate is made, and on his default, then by the person subsequently in occupation of such immoveable property from whom such rate shall be demanded, and if there be no occupier, then by the owner.

Occupier paying may deduct one-half from rent.

9. When the person occupying such property, at the time this law shall come into force, shall be liable to pay any rent other than rent payable to or for the benefit of the Colonial Government, he may deduct from any such rent other than rent payable to the Colonial Government, one-half the sum which he shall have paid as rate: Provided always, that when any person occupying such rateable property shall not be the person in occupation at the time the rate was made, it shall be lawful for him to deduct the whole of the rate as paid by him from any rent paid or to be paid by him to his landlord.

Appointment of persons to levy rate.

10. The Lieutenant Governor may appoint any person or persons for any division or county, to collect, levy, and sue for any rate imposed on any immoveable property situate in such county or division, and may direct him to be paid such remuneration as may seem to him fair and reasonable, out of said rate, for the collection thereof.

Person appointed may sue for rate one month after it is due.

11. The person nominated and appointed by the Lieutenant Governor to collect any rate payable under this law, for any county or division, may, within one month after the same shall have become payable, maintain and institute in his own name, any suit or other legal proceeding against any person liable to pay said rate.

Date and effect of this law.

12. This law shall commence, and take effect, from and after the promulgation thereof in the Government Gazette.

Given at Government House, this 26th day of September 1864.

By command of His Excellency the Lieutenant Governor,

(signed) *D. Erskine,*
Colonial Secretary.

(L. S.)

I CERTIFY that the foregoing is a true transcript of a Law No. 21, of 1864, enacted by the Lieutenant Governor of the Colony of Natal, by and with the advice and consent of the Legislative Council thereof, on the 26th day of September 1864.

Given under my hand and the Public Seal of the Colony, this 31st day of October 1864.

(signed) *J. Scott,*
Lieutenant Governor.

Enclosure 5, in No. 2.

BILL.

Encl. 5, in No. 2.

"LAW to Grant certain Concessions of Land, and to confer other Rights and Privileges on the Natal Coal Company."

WHEREAS, a law has been passed by the Legislative Council of the Colony of Natal, to incorporate a certain company called the Natal Coal Company, and to empower said Natal Coal Company to construct and maintain a line of railway commencing at or near the City of Pietermaritzburgh, and terminating in the County of Klip River, near to the village of Colenso, and beyond the River Tugela. And whereas it is usual, in order to secure the construction of a colonial line of railway to grant certain concessions of land adjacent or contiguous to the line of railway and other privileges. And whereas it

is

is deemed expedient and just to grant such concessions of land, and to confer certain other privileges on the said Natal Coal Company; and whereas there is little or no waste or unsettled Crown lands adjacent or contiguous to said proposed line of railway, and it is just that the said Natal Coal Company should have the right to select from waste or unsettled Crown lands situate elsewhere in the Colony, the quantity of land intended to be granted to them by this law:

Be it enacted by the Lieutenant Governor of the Colony of Natal, by and with the advice and consent of the Legislative Council thereof:

1. When and as soon as the contract with the Natal Central Railway Company, covenanting that the guarantee to the said company shall be contingent upon the construction of the coal company's line shall have been signed and executed, or when and as soon as the sum of 100,000 *l.* shall have been paid over to the Colonial Government of Natal, in the terms of the guarantee law, the Lieutenant Governor of the Colony of Natal may make and conclude with the said Natal Coal Company a contract for the construction, maintenance, and working of a line of railway, commencing at or near the City of Pietermaritzburg, and terminating in the county of Klip River, near to the village of Colenso, upon such terms and conditions as to construction and nature and description of work, and materials, locomotives, carriages, and trucks, and all other matters necessary for the construction and working of a railway, as the Lieutenant Governor may think fit and necessary.

2. The Lieutenant Governor may grant, or cause to be granted to the said company, subject to the conditions of this law, such waste and unsettled Crown lands as the said company may select in manner hereinafter provided, not exceeding 5,120 acres of land for each mile of the line of railway.

3. The said company shall, within one year after the law commonly called the guarantee law shall have come into operation, select from the then waste and unsettled Crown lands of the Colony, if any there be adjacent or contiguous to the said line of railway, so much land as will in the aggregate amount to 2,560 acres of land for each mile on each of the two sides of the line of railway.

4. The said company shall, within the time in said last section specified, select from all other waste and unsettled Crown lands situate elsewhere, within the Colony, the deficiency of land that may exist between the quantity and extent of land the company are entitled to select from waste and unsettled Crown lands adjacent or contiguous to said line of railway, and the quantity and extent of land so selected by them: Provided always, that in making any selection under this section, the said company shall select land in blocks in extent no less than 2,560 acres in each block, and further subject to the right of the Lieutenant Governor at any time to set apart any portion of such land so selected, which the Surveyor General may think necessary for a township: Provided always, that the said Surveyor General shall report upon, and declare the portions of land proper to be reserved for townships within 12 months after any selection of land shall have been made by the said company.

5. The said lands, when so selected, shall be reserved and retained from the then waste or unsettled Crown lands; and the Lieutenant Governor, after the expiration of six months after the line of railway shall have been commenced and continued to be constructed, may allow and permit the said company, their servants, or any persons nominated by them to enter into occupation of said lands, and to occupy the same at the will and pleasure of the Lieutenant Governor: Provided always, that no person occupying said lands, or making any improvements thereon, shall, by reason of such occupation, or of making any such improvements, have any claim or demand whatsoever against the Colonial Government.

6. The Lieutenant Governor may from time to time, and first, as soon as the railway colonial engineer shall have certified that one-fourth of the line of railway has been completed and constructed, and a proportionate part of the sum required for the construction of the line expended thereon, issue, or cause to be issued, title deeds to said company upon the payment of survey and other office fees of one-fourth part of the entire quantity and extent of lands selected by, and reserved for the said company, and afterwards in like manner and upon similar conditions on the completion of every 10 miles of said railway, may issue or cause to be issued title deeds of such proportionate part of said remaining lands.

7. The company shall have, and may at any time after entering into their contract with the Colonial Government of Natal exercise the right of purchasing at the price of 4 *s.* per acre all or so much as they think proper of the waste and unsettled Crown lands within 10 miles of either of the sides of the line of railway, paying in addition all survey and other office fees.

8. The said company shall have, and enjoy, for a period of 30 years, from the 31st day of December 1875, if the said line of railway be then constructed, completed, and opened for public traffic, the sole and exclusive right of entering upon, searching for, working, raising, taking, and carrying away copper, iron, tin, lead, coals, and culm, in all lands which were waste and unsettled Crown lands at the time of the coming into operation of this law.

 9. The

9. The said company shall give and pay fair and reasonable compensation to the owner or occupier of any such land which may have been alienated from the Crown for any damage done to, or injury sustained by any such owner from the exercising by the company of any of the rights or privileges granted under the preceding section, and any such person so injured or damnified, may institute and maintain any action at law in any competent court in this Colony to recover from said company fair and reasonable compensation for any damage or injury so inflicted or caused.

10. If the said line be not completed on or before the 31st day of December 1875, all lands selected by the said company, and not granted to them, shall be held by the Colonial Government freed and discharged from all claim or demand of the said company, or of any person claiming under or through the said company.

11. All lands granted to the said company by the Lieutenant Governor, and not alienated by the said company, shall, unless the said line of railway be constructed and completed on the 31st day of December 1875, revert to, and become the property of the Colonial Government.

12. The company shall have, enjoy, and possess, without let or hindrance, the sole and exclusive right of exporting, from the Colony, duty free, all coppers, iron, tin, lead, coals, culm, and other minerals, either when in their natural state, or when manufactured; provided that such rights shall continue and be in force for a period of 30 years, and no more from the completion of the line; and provided, that during that time, the line of railway be kept in good working order; and provided also, that nothing herein contained, shall prevent any coals, iron, or other minerals from being exported by sea, when the same have been imported by sea into the Colony. And provided, moreover, that nothing contained in this law shall be so construed as to prevent any corporate body, person, or persons to work any mine or mines containing coal or other minerals found on private property, and dispose thereof by sale, within the limits of the Colony; but such coal or other minerals shall not be exported by sea or land, either in their natural state, or when manufactured, except upon payment to the company of a charge of Royalty of 5 per cent. on the value of other minerals, and 6 *s.* per ton on coal.

13. The company shall have and enjoy, during a period of 30 years, to be computed from the 31st day of December 1875, the sole and exclusive right of carrying seawards for exportation over the line of their company, and over the line of the Natal Central Railway Company, all copper, iron, tin, lead, coals, and culm.

14. The term waste and unsettled Crown lands shall apply to, and mean only lands vested in, or held by the Crown open to public sale, and not reserved for any particular purpose. The term company, shall, unless otherwise expressed, mean the Natal Coal Company; and the term line of railway mean and include the line of railway commencing at or near the City of Pietermaritzburg, and terminating near to the village of Colenso, in the county of Klip River.

15. No contract shall be entered into with the Natal Coal Company under the powers and provisions of this law after the expiration of three years from the passing of this law.

16. This law shall commence and take effect from and after the promulgation thereof in the "Government Gazette."

(signed) *Walter M'Farlane,* Speaker.

I certify that this Bill passed the Legislative Council this 20th day of September 1864.

(signed) *Thomas Foster,* Clerk, L.C.

In the name and on behalf of Her Majesty, I reserve this Bill for the signification of Her Majesty's pleasure.

(signed) *J. Scott.*

Government House, Natal, 30 September 1864.

(L. S.)

I CERTIFY that the foregoing is a true transcript of a Bill passed by the Legislative Council on the 20th day of September 1864, and which I have reserved for the signification of Her Majesty's pleasure thereon.

Given under my hand and the public seal of the Colony, this 31st day of October 1864.

(signed) *J. Scott,*
Lieutenant Governor.

Enclosure 6, in No. 2.

COLONY OF NATAL. Encl. 6, in No. 2.

STATEMENT showing the Value of the Imports and Exports into and from the Colony, from 1846 to 1863, and also for Nine Months ended 30th September 1864.

YEARS.	Imports.	Exports.	Excess of Imports over Exports.	Average Excess for Five Years of Imports over Exports.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1846	41,958 – –	17,143 – –	24,815 – –	
1847	46,981 – –	14,377 – –	32,604 – –	
1848	46,204 – –	10,867 – –	35,337 – –	
1849	55,922 – –	11,992 – –	43,930 – –	
1850	111,016 – –	17,106 – –	93,910 – –	
1851	125,462 – –	21,817 – –	103,645 – –	75,877 – –
1852	103,701 – –	27,846 – –	75,855 – –	
1853	98,838 – –	36,792 – –	62,046 – –	
1854	122,492 – –	43,661 – –	78,831 – –	
1855	86,551 – –	52,073 – –	34,478 – –	
1856	102,512 – –	56,563 – –	45,949 – –	66,711 – –
1857	184,549 – –	82,497 – –	102,052 – –	
1858	172,832 – –	100,587 – –	72,245 – –	
1859	199,917 – –	110,415 – –	89,502 – –	
1860	354,987 – –	139,698 – –	215,289 – –	
1861	402,689 – –	119,207 – –	283,482 – –	245,056 – –
1862	449,469 – –	127,228 – –	322,241 – –	
1863	473,333 – –	158,565 – –	314,768 – –	
1st January 1864 to 30th September 1864	436,386 – –	162,302 – –	274,084 – –	

Colony of Natal.

STATEMENT showing the actual Revenue of the Colony of *Natal* from the Year 1846 to 30th September 18

HEADS of REVENUE.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	18
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£.
Customs	472 1 9	2,881 17 7	4,752 2 8	5,681 6 7	11,200 2 –	11,864 – 5	10,060 2 10	10,125 17 5	10,936 1 6	8,682 13 2	10,318
Port and Harbour Dues	– – –	43 3 8	84 5 3	91 4 9	177 2 –	187 7 –	145 18 3	111 18 9	136 16 1	132 1 6	146
Land Sales	24 7 6	1,166 7 9	1,855 13 5	650 1 1	571 6 3	620 11 7	10 – –	519 19 10	88 – –	170 16 9	196
Land Revenue	– – –	– – –	15 1 4	263 19 2	410 15 2	1,264 – 2	897 5 7	2,143 8 11	1,439 9 4	1,565 16 10	1,489
Rents, exclusive of Land	– – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	8 6 8	16 – –	16
Transfer Duties	1,390 3 1	1,063 10 1	992 12 11	1,233 13 6	1,625 14 2	1,935 17 7	1,174 14 –	1,775 12 7	1,262 3 1	1,613 – 5	1,805
Auction Duties	136 4 5	256 11 6	302 3 8	380 1 1	712 1 3	710 7 3	363 8 3	392 3 10	463 19 2	538 – 1	669
Licenses	17 5 –	218 10 –	580 – –	1,172 10 –	1,336 10 –	1,704 – –	22 10 –	59 – –	20 – –	35 – –	20
Stamps	– – –	29 5 6	87 15 9	271 – 10	956 11 9	1,205 2 3	2,089 14 7	2,448 4 8	1,829 4 9	1,730 18 5	1,821
Taxes	– – –	– – –	– – –	1,960 14 6	9,251 2 9	4,691 9 3	8,632 19 6	8,132 3 6	10,038 8 –	10,629 11 6	10,403
Postage	– – –	– – –	– – –	– – –	355 19 5	812 18 2	996 2 3	1,267 2 –	1,216 18 8	1,159 15 1	1,273
Fines, Forfeitures, and Fees of Court	298 6 3	162 18 8	259 6 1	220 – 4	266 2 11	587 7 8	691 9 4	496 19 4	532 2 2	1,660 5 –	644
Fees of Office	719 – –	675 2 7	250 7 6	694 4 10	646 19 –	582 10 10	495 6 3	446 16 5	354 7 6	387 11 6	376
Sale of Government Property	– – –	– – –	– – –	– – –	– – –	42 12 6	– – –	26 18 10	19 9 –	34 17 –	198
Reimbursements in aid of Expenses incurred by Government	—	—	—	—	—	—	—	—	—	—	–
Miscellaneous Receipts	22 18 7	55 1 2	89 3 7	165 15 9	281 19 8	116 8 3	7 15 –	117 19 2	59 8 8	86 2 9	87
Special Receipts	– – –	– – –	– – –	– – –	607 17 6	148 4 7	1,559 – 5	583 16 6	126 15 11	232 10 6	1,452
Interest	– – –	– – –	– – –	– – –	9 17 4	46 6 5	11 14 10	– – –	– – –	– – –	1
Immigration Fund	—	—	—	—	—	—	—	—	—	—	–
Receipts on account of Reserved Civil List	—	—	—	—	—	—	—	—	—	—	–
Pound Fees	15 3 3	5 9 5	—	—	—	—	—	—	—	—	–
Arrears	– – –	– – –	– – –	44 9 9	—	—	—	—	—	—	–
TOTAL £.	3,095 9 10	6,557 17 11	9,267 12 2	12,829 2 2	28,410 1 3	26,519 3 11	26,958 1 1	28,648 1 9	28,531 10 6	28,675 – 6	30,921
Increase, as compared with previous Year	– – –	3,462 8 1	2,709 14 3	3,561 10 –	15,580 19 1	– – –	438 17 2	1,690 – 8	– – –	143 10 –	2,246
Decrease, as compared with previous Year	– – –	– – –	– – –	– – –	– –	1,890 17 4	– – –	– – –	116 11 3		
Average Decrease each Five Years	– – –	– – – – –	– 4,684 14 10	– – – – –	–	– – – – –	– – – – –	– – – – –	880 8 11		

HEADS of REVENUE.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864 to 30th Sept
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s
Customs	14,704 10 8	15,990 2 7	18,717 2 11	33,927 1 –	37,471 12 4	40,672 1 3	47,866 4 5	46,028 –
Port and Harbour Dues	144 16 –	160 17 6	170 3 –	1,056 11 –	1,481 12 –	1,477 8 –	1,837 18 –	1,132 –
Land Sales	604 2 2	216 14 1	789 5 3	566 7 10	1,498 16 –	2,720 19 7	1,715 16 –	5,936 11
Land Revenue	2,512 9 8	1,848 6 10	2,715 10 11	3,997 9 10	5,800 9 2	7,277 14 10	7,194 7 3	5,219 1
Rents, exclusive of Land	13 6 8	11 – –	6 – –	6 – –	6 – –	1 – –	—	—
Transfer Duties	2,585 15 10	2,374 13 1	4,552 – 1	5,721 14 5	13,687 8 2	7,021 8 5	12,101 15 3	10,060 3
Auction Duties	405 13 3	583 16 9	563 16 10	980 12 11	2,175 3 3	2,407 13 8	3,008 14 2	2,950 2
Licenses	5 – –	150 – –	25 – –	25 – –	5 – –	—	—	—
Stamps	2,189 2 2	1,563 13 9	1,726 2 1	2,417 19 6	2,644 9 6	2,132 17 11	2,185 19 8	2,141 7
Taxes	10,866 13 –	11,725 – –	13,185 15 –	14,570 17 –	16,906 7 –	17,925 19 1	18,856 9 –	19,886 3
Postage	1,680 – 1	1,729 6 1	2,115 8 –	2,391 1 8	3,131 16 7	3,449 11 4	4,413 19 5	3,463 4
Fines, Forfeitures, and Fees of Court	3,808 3 6	1,955 18 2	970 11 11	1,977 11 10	2,040 12 4	3,257 7 4	3,402 15 1	2,886 14
Fees of Office	441 14 6	525 11 –	635 12 –	864 14 5	1,120 1 –	1,356 7 4	1,394 5 6	1,226 12
Sale of Government Property	60 11 5	96 18 11	11 6 5	70 8 11	7,841 10 3	1,836 9 9	358 8 3	242 6
Reimbursements in aid of Expenses incurred by Government	392 19 8	195 – 6	861 14 2	4,114 7 1	7,083 18 –	1,956 2 7	1,893 12 1	2,476 1
Miscellaneous Receipts	– – –	1,599 2 6	1,543 11 –	2,657 16 –	3,258 13 1	3,612 3 11	5,936 – 3	3,926 5
Special Receipts	949 5 9	194 10 8	841 17 6	1,945 11 9	510 1 4	699 6 10	675 18 5	—
Interest	2 12 2	– – –	– – –	– – –	260 – –	981 1 3	543 18 2	30 17
Immigration Fund	– – –	– – –	– – –	– – –	– – –	– – –	4,260 3 5	5,344 5
Receipts on account of Reserved Civil List	– – –	– – –	– – –	– – –	– – –	– – –	131 4 6	248 14
Pound Fees	—	—	—	—	—	—	—	—
Arrears	—	—	—	—	—	—	—	—
TOTAL £.	41,366 16 6	40,920 12 5	49,429 17 1	77,291 5 2	106,823 10 –	98,785 13 1	117,367 9 3	112,599 1
Increase, as compared with previous Year	10,445 8 2	– – –	8,509 4 8	27,861 8 1	29,532 4 10	– –	18,581 16 2	
Decrease, as compared with previous Year	– – –	446 4 1	– – –	– – –	– – –	8,037 16 11		
Average Decrease each Five Years	– – – – –	– 15,180 8 4						

Enclosure 7, in No. 2.

CLAUSES, Nos. 138, 139, 140, in Lieutenant Governor Scott's Message to the Legislative Council of Natal, dated 14th September 1864. Encl. 7, in No. 2.

138. Whereas evidence has been given before a Select Committee of the Legislative Council by which it is alleged a better line or route of railway than the line or lines in the third section of the law set forth can be found; and whereas it is expedient that the said Natal Central Railway Company (Limited) should not be empowered to commence or construct the line of railway herein authorized until such other line or lines shall have been surveyed; be it therefore enacted that it shall be incumbent on the said company to cause to be surveyed in such full and satisfactory manner as shall be approved by the Lieutenant Governor, such other line or lines of railway through or near and between such places as the Colonial engineer, under the instructions of the Lieutenant Governor, shall name and select; and should any such new line or route, after sufficient survey thereof, be deemed by the Colonial engineer or such other qualified person as the Lieutenant Governor may appoint or approve of, to be preferable to the line or route herein authorized, then in such case it shall be incumbent on the said company to abandon the line in this law set forth, and to submit to the Legislature of this Colony a Bill to authorize the adoption and construction by the said company of such other new line of railway, and to transfer the powers and other conditions in this law contained to such other said selected line or route; provided, however, that should the Bill to be submitted by the company as aforesaid, not be passed, amended, or otherwise, as the case may be, by the Legislature, or should the new line or route to be surveyed as aforesaid, after due survey thereof, be found in the opinion of the Colonial engineer, or such other qualified person as the Lieutenant Governor may appoint or approve of, to be less preferable to the line or route herein set forth, then in such case it shall and may be lawful for the said company, having first obtained the consent of the Lieutenant Governor thereto, to commence and construct the line of railway as described in and authorized by this law.

139. The survey of the new line or lines, as in the last preceding section mentioned, and all other matters and things connected therewith, shall be performed and done by and at the cost of the said company; provided, however, that should any such new line or route not be approved and adopted, then, in such case, the costs of the said survey shall be repaid to the said company by the Lieutenant Governor out of the revenues of the Colony.

140. Should the Government be liable to pay the cost of the said survey under the provisions of the last preceding section, and should any dispute arise between the Government and the said company as to the reasonableness, or otherwise, of the sum claimed by the said company for and in respect to such said survey, such issue or matter in dispute shall be referred to the arbitration of two persons, one to be appointed by the Lieutenant Governor and the other by the said company; and should the arbitrators so appointed fail to agree, they shall be and are hereby authorised to appoint an umpire, and any decision given on the matter referred to the said arbitrators or by the umpire appointed as above provided, as the case may be, shall be final and binding on the Government and the said company.

Enclosure 8, in No. 2.

Report of the Select Committee. Encl. 8, in No. 2.

[This Report and Evidence consists of upwards of 150 printed pages, and is therefore not re-printed, but is deposited in the Library of the House of Commons.]

Despatches from the Secretary of State.

— No. 1. —

(No. 25.)

No. 1.
Right Hon. Edw. Cardwell, M.P., to Lieut. Governor Maclean.
27 February 1865.

COPY of a DESPATCH from the Right Hon. *Edward Cardwell*, M.P., to Lieutenant Governor *Maclean*.

Sir, Downing-street, 27 February 1865.

I HAVE had under my consideration four laws, intituled—

"Law for empowering the Natal Central Railway Company (Limited) to construct a Railway between the City of Pietermaritzburg and the Borough of D'Urban."

"Law for empowering the Natal Coal Company to purchase and take on Lease Lands for Mining Purposes, to carry on Mining Operations, to construct and maintain a Railway from Pietermaritzburg to the Coal Districts in the County of Klip River; to purchase, sell, hold, own, and charter Ships for the Exportation of Minerals, and for conferring on the Company certain Privileges and Concessions."

No. 22 of 1864. "To enable the Lieutenant Governor of Natal, under certain Conditions, to pay Guaranteed Interest to the Natal Central Railway Company."

No. 21 of 1864. "To enable the Lieutenant Governor to impose a Special Tax on immovable Property, to defray a Moiety of any Guaranteed Interest paid to the Natal Central Railway Company."

And a Reserved Bill, intituled—"Law to grant certain Concessions of Land, and to confer other Rights and Privileges on the Natal Coal Company."

6 February 1865. I enclose a report upon these laws which I have received from the chairman of the Emigration Board, in which the objections to the Reserved Bill are clearly and conclusively set forth. The stipulations contained in it appear to me to involve an unprecedented sacrifice of the future interests of the Colony, and are such as Her Majesty's Government cannot possibly countenance. It will not be submitted for Her Majesty's assent, and I cannot help expressing my surprise that the Legislative Council should have been party to a measure so pregnant with loss and inconvenience to the Colony.

I infer that this decision will make it impossible to give effect to the laws providing for the construction of railways by the Coal Company and the Natal Central Railway Company. It might, therefore, be enough for me to say that I shall not at present submit these laws for Her Majesty's confirmation, and that, pending that confirmation, you will not be at liberty to enter into the contract provided for in the first clause of the Law No. 22. As, however, I assume that the project of constructing a railway will not be permanently abandoned, I think it necessary to say that the laws now forwarded appear to me of very doubtful wisdom.

The practice of guaranteeing to the constructors of a railway a certain minimum rate of profit, though it has been resorted to in certain exceptional cases, is open to strong objection of principle. Viewed as a mere division of profits, it throws on the Colony a share of the possible loss, generally more than equivalent to their share in the possible gain. What is more important, it weakens the great security for good management by throwing the worst consequences of mismanagement not on the managers or on those they represent but on the guaranteeing government; and as it is absolutely necessary that the public should exercise a substantial control over the proceedings of a body for whose errors it is thus pecuniarily liable, it introduces into the conduct of operations a conflict of authority which is most detrimental to efficiency.

This is not mere conjecture; the inconveniences which I have indicated have actually

actually occurred in British Colonies; and I should therefore be most reluctant to adopt in Natal a course of proceeding which, though it appears to facilitate the commencement of important operations, is evidently calculated to lead, and is found in practice to lead in the result, to dissatisfaction or failure.

In the present instance, I think it extremely doubtful whether the revenue of Natal would bear the proposed guarantee in case the sanguine expectations of the Company's agent should prove unfounded; and I also think it premature to enter into any definitive arrangement until it is determined with tolerable certainty what is the best line of railway.

Under these circumstances I consider it no disadvantage that it will become impossible for you to enter into the contract with the Natal Central Railway Company, which is provided for by the first clause of the Law, No. 22 of 1864; and I should wish you, if the railway is really likely to pay, to consider whether it would not be better for the Colony to follow the example of Ceylon by contracting with some firm of established character for the construction of the railway, borrowing in the London market the sum necessary for constructing, and reserving to itself the full management of the operations, the control of the railway during a short experimental period of working, and the right to let it for what it will fetch so soon as the rate of profit shall be ascertained with so much probability as to furnish the ground of a contract which will be fair to all parties.

I have, &c.
(signed) *Edward Cardwell.*

Enclosure in No. 1.

Sir, Emigration Board, 6 February 1865. Enclosure in No. 1

I HAVE to acknowledge your letter of 4th ultimo, with a despatch from the Lieutenant Governor of Natal, enclosing four Acts of the Legislature of that Colony, entitled—

"For empowering the Natal Central Railway Company (Limited) to construct a Railway between the City of Pietermaritzburg and the Borough of D'Urban."

"For empowering the Natal Coal Company to purchase and take on Lease Lands for Mining Purposes, to carry on Mining Operations, to construct and maintain a Railway from Pietermaritzburg to the Coal Districts in the County of Klip River, to purchase, sell, hold, own, and charter Ships for the Exportation of Minerals, and for conferring on the Company certain Privileges and Concessions."

"To enable the Lieutenant Governor of Natal, under certain Conditions, to pay Guaranteed Interest to the Natal Central Railway Company."

"To enable the Lieutenant Governor to impose a Special Tax on immovable Property, to defray a Moiety of any Guaranteed Interest paid to the Natal Central Railway Company."

2. In addition to these Acts, Lieutenant Governor Scott encloses a Bill passed by the Legislative Council, but reserved by him for the signification of Her Majesty's pleasure, entitled "Law to grant certain Concessions of Land, and to confer other Rights and Privileges on the Natal Coal Company."

3. These Acts, and the Bill reserved by the Lieutenant Governor, constitute together a scheme for the advancement of the Colony by the construction of railways and the working of mines. It will be most convenient, in dealing with the questions upon which we are desired by your letter to report, to refer in the first instance to the Act and Bill which relate to the Coal Company.

4. This company consists of seven gentlemen, named in the first section of the Act, of whom the four mentioned in the margin are also directors of the "Natal Land and Colonization Company." None of them are residents in the Colony. The Act confers upon the Coal Company power to purchase or lease lands, with consent of the owners, for purposes of mining. It also empowers the company to construct a railway from the terminus of the Natal Central Railway, in Pietermaritzburg, to a point near the town of Colenso, in the county of Klip River, and confers upon them the necessary powers for the compulsory purchase of land, for compensating the owners, and for the construction and working of the railway. This part of the Act is copied substantially from Imperial Acts to the same effect, and principally from the Imperial Acts 8 & 9 Vict. caps. 18, 20, and 33. There is, therefore, no reason to object to it. But the Lieutenant Governor states that the line prescribed in the Act has in reality never been surveyed, but only inspected, and that the Legislative Council had not before them the usual plans and sections of the railway. He adds that no satisfactory survey has been made of the coal which the company propose to work, nor has it been proved that it is fit for steam purposes.

Hon. Francis Drummond, Sir James Elphinstone, M.P., F. T. M'Kenzie, Esq., Wm. Miller, Esq. M.P.

 5. Under

5. Under these circumstances, even if the Act stood alone, it would be a question whether a measure passed with so little deliberation and so imperfect an inquiry into the facts, ought to receive the sanction of Her Majesty's Government. But all hesitation on that point will, I think, be removed by a consideration of the Bill passed by the Council, but reserved by the Governor, which forms in fact the essence of the scheme. This Bill proposes (sect. 2) to grant to the company four square miles of Crown lands on each side of the line for every mile of their railway, such land to be selected (sect. 3) within one year after the Guarantee Law shall have come into operation. But if there should not be a sufficient quantity of such land on the line of the railway, then (sect. 4) the company is to be entitled, within the same time, to select the quantity necessary to make up the deficiency from any other Crown lands in the Colony, except such as the Surveyor General may reserve for townships. By sect. 7, the company is to be entitled to purchase at the price of 4*s.* per acre (in addition to survey and office fees) all or any of the waste lands of the Crown within 10 miles of either side of their line. By sect. 8, they are to have an exclusive right for 30 years, from 31st December 1875, of searching for, working, and carrying away copper, iron, tin, lead, coals, and culm, on all waste lands in possession of the Crown at the date when the Bill becomes law. By sect. 12, they are further to have, for 30 years after the completion of their line, the exclusive right of exporting, duty free, the above and other minerals, whether manufactured or in a natural state, except such as have been imported by sea—the right of sale within the Colony only being reserved to persons working mines on their private property. By the same section, any minerals raised by private persons are, if exported, to pay to the company a duty of 5 per cent. on their value, or if coal, of 6*s.* per ton. The company (sect. 13) are further to have, for 30 years from 31st December 1875, the exclusive right of carrying the above minerals seaward for exportation over their line and over the Natal Central Railway.

6. It is not surprising that the Lieutenant Governor should have felt bound to reserve a Bill granting to a private company such extravagant and unusual privileges. It is rather matter of surprise that a measure interfering so largely with private interests should have been passed by the Legislative Council, and should have given rise to no remonstrance in the Colony. If sanctioned, it would place the future progress of the Colony, in all that relates to its mineral resources, and in a great degree in what relates to its agricultural progress, in the hands of the company. The extent of land they would acquire gratuitously the Lieutenant Governor calculates at about 500,000 acres, of the probable value, as they would naturally select the best land, of 200,000*l.* They would thus become not only a mining and railway company, but also a land company. Their right to purchase any Crown lands within 10 miles of their railway, at 4*s.* an acre, which is unlimited in time and extent, would enable them to prevent the sale of such land to any persons but those whom they might approve. Their monopoly of working and exporting minerals—for which they are to pay neither purchase-money, rent, nor royalty, and which there is no condition in the Bill to compel them to exercise—would deprive private landowners of their inherent right to raise and export minerals found on their property, would extinguish private enterprise in the search for and working of minerals, and would give the company such a grasp on the mineral resources of the Colony as to constitute them sole arbiters whether they should be worked or not, and to what extent. At the same time, their right to compel all minerals intended for exportation to pass over their line and the Central Railway to D'Urban, and to levy a duty upon them, even though not the produce of the Colony, would tend to divert from that route any minerals raised in the adjoining Dutch Republics, which might otherwise be exported through the Colony.

7. Under these circumstances there can, I think, be no doubt that the Lieutenant Governor exercised a wise discretion in reserving this Bill, and that it would not be to the public advantage that it should be allowed to pass into an Act.

8. The rejection of this Bill will, however, disarrange the whole scheme contemplated by the Legislative Council, the guarantee to the Central Railway Company being made contingent on the construction of a certain portion of the Natal Coal Company's line, which is also contemplated in the Guarantee Act as a means of reducing the liability of the Colonial Government towards the Central Railway. It would, therefore, be necessary if the Bill is not sanctioned, and the Coal Company's undertaking does not proceed, that the whole scheme should be materially modified. Nevertheless, Mr. Cardwell may probably desire to be furnished with such observations as occur to us upon the Central Railway and the Guarantee Acts, irrespective of the Coal Company's Act and the reserved Bill.

9. The Central Railway Act empowers the company, which has been incorporated under an Imperial Act, entitled "The Companies Act, 1862," to construct a railway on a certain specified line between D'Urban and Pietermaritzburg. It invests the company with the necessary powers to acquire land and compensate private owners; and in these provisions, and those which relate to the construction and management of the railway, it follows, as does the Coal Company's Act, the similar sections in Acts of the Imperial Parliament. To these sections, therefore, no objection exists. But sections 138, 139 and 140, recite that as doubts exist whether a better line of railway than that set forth in the Act may not be discovered, the company shall, before they commence their line, cause a survey to be made at their own expense of such other lines as the Colonial engineer may select, and that on the report of the Colonial engineer the Legislative Council

Council, or if the Legislative Council shall come to no decision, then the Lieutenant Governor, shall determine which of the several lines shall be carried out. Failing a decision by either the Legislative Council or the Lieutenant Governor, the company are to be at liberty to make the line specified in the Act.

10. The Guarantee Act, after reciting that laws have been passed for the construction of the Natal Central Railway and of the Natal Coal Company's lines, authorises the Lieutenant Governor to enter into a contract with the Natal Central Railway for the construction, within certain periods, of certain portions of their line. It fixes at 670,000*l.* the sum to be expended on the construction of the line, and at 80,000*l.* the amount to be paid to the shareholders as interest during the construction, and to be added to the capital. It provides that interest, at the rate of 6 per cent., shall be payable to the shareholders upon this sum of 750,000*l.*, and that any deficiency in the receipts, after deducting working expenses, shall be made good out of the Colonial revenue; provided that the whole sum so paid shall not in any one year exceed 45,000*l.*, nor in any half year 22,500*l.* This guarantee commences on 1st January 1872, and is to last for 50 years, subject to deductions in case of the suspension of the working of the railway, and to total forfeiture in case the working of the railway shall be stopped for a whole twelvemonth. Certain powers are reserved to the Government in respect to the expenses of constructing, maintaining, and working the line, and the company is bound to import 80 per cent. of the labour employed on its construction, or an equivalent number of immigrants. One moiety of any excess of net profits, beyond 6 per cent., is to be paid over to the Colonial Treasury, in repayment of sums paid under the guarantee, and the Government is to have the power of purchasing the railway with its stock, &c. at 20 years' purchase of the average dividend of the three preceding years, plus 10 per cent.

11. The Act to impose a tax on immovable property, which has been passed to reduce the pressure of the guarantee on the general revenue, authorises the Governor to appoint valuators who are to assess all immovable property within the Colony (except lands or buildings devoted to religious, charitable, or educational purposes, or held in trust for natives), with special reference to the effect on such property of the proposed railway. The assessments so made are to be published in the "Government Gazette" six months before any rate is made, and any person feeling himself aggrieved is entitled to appeal to the resident magistrate of his county or division. On the property so assessed the Lieutenant Governor in Council is empowered to levy a rate, by an equal poundage, to pay one moiety of the amount which may be due under the guarantee to the Central Railway Company, but lessees are allowed to deduct from the rent payable to their landlords (other than the Crown) one-half of the rate levied on the property they occupy.

12. As I have stated above, these Acts could not come into operation in their present form, unless the Coal Company proceed with their undertaking. But even if that difficulty were removed there are several questions to be decided before the sanction of Government could, I think, be given to the Central Railway Act, and the other Acts connected with it. The principal of these questions are, (1.) Whether the circumstances of the Colony are such as to justify the undertaking such extensive works at the present time? (2.) Whether the Colonial revenue could, without detriment to the public service, provide the proposed guarantee? and (3.) Whether the contemplated line is the safest and most economical that can be selected? On these points the evidence taken before the Legislative Council affords valuable information.

13. In respect to the first point it may be admitted that a railway between D'Urban and Pietermaritzburg, the principal port and the capital of the Colony, would be a great advantage, and would tend to the development of the natural resources of the Colony. The traffic between those places is at present carried on in waggons, which take from two and a-half to seven days to perform the journey, and carry on an average about 35 cwt. each, at an expense of about 3*l.* 10*s.* a ton. A railway would very much expedite this traffic, and no doubt reduce its cost, but it does not follow that a railway should therefore be constructed.

14. In his despatch, Lieutenant Governor Scott repeats an opinion he had expressed in a former despatch that the construction of a railway is at present premature, although he says there are very few persons in the Colony who coincide in that opinion. The same opinion, however, is expressed by Mr. Harvey, a gentleman who has been about two and a-half years in the Colony, and who was formerly connected with the Great North of Scotland Railway; by Mr. Campbell, at present a sugar planter, but formerly superintendent of works on the Glasgow and Paisley line; and by Dr. Sutherland, the Surveyor General. A surer test, however, is the amount of traffic now on the road, and the amount that may fairly be expected to accrue to the railway when finished. On this point great difference of opinion exists among the witnesses examined before the Committee.

Mr. Elliot, the agent to both the Central Railway Company and the Coal Company, estimates the present traffic between D'Urban and Pietermaritzburg at 18,978 tons, which he calculates would be doubled in the seven years before the completion of the railway, and he reckons that, including short traffic, mails, and passengers, the railway would obtain an annual gross revenue of 83,629*l.* In this estimate he does not include any traffic that might accrue to the line from the construction of the railway from Pietermaritzburg to the coal district.

Mr. Harvey (referred to above) considers Mr. Elliot's estimate as too high; that without the line to the coal fields the lower line would be valueless; that the present traffic between the extreme points does not exceed 8,760 tons; and he declines to give any opinion as to prospective increase during the construction of the line.

Mr. Saunderson states that in his opinion there is not sufficient traffic to make the railway remunerative.

Dr. Sutherland, the Surveyor General, considers the construction of a railway premature, "and that it will continue to be so till the population is at least twelve times its present number." He adds that a present traffic of 18,000 tons a year, with its prospective increase, is no sufficient motive for the undertaking.

Mr. Evans says that a railway between D'Urban and Pietermaritzburg would not materially facilitate business unless it were extended to Colenso, and that unless so extended the grant of a guarantee would not be justified, and the railway would not pay. The evidence of the other witnesses, though favourable to the construction of the line, does not materially affect this point.

15. Next, in regard to the guarantee, it is to be considered whether the colonial revenue will be capable at the end of seven years from the present time, even with the assistance of the proposed tax on immovable property, of paying for 50 years a guarantee which may amount to 45,000*l.* a year.

16. The agent of the Company, as has been stated, calculates the gross receipts of the railway at 83,629*l.*, and, assuming the working expenses at 50 per cent., alleges that the guarantee is in fact rather nominal than real, and is intended principally to induce European capitalists to subscribe for shares in the undertaking. Without impugning his good faith, it would evidently not be safe to accept his estimates in a matter in which he is so immediately interested. The only safe course is to assume that, in the first instance at least, the Colony may be called upon for the whole amount of the guarantee to which it makes itself liable. It becomes, therefore, necessary to consider what has been the progress of the revenue and expenditure of the Colony of late years, and what it may be expected to be in future. Annexed to the Governor's Despatch is a table showing the annual increase in the Colonial revenue from 1846, when it amounted to only 3,095*l.*, to 1863, when it reached the sum of 117,367*l.*; and annexed to the report of the Committee of Council is a return of imports and exports from 1843 to 1863, showing an increase from imports 11,712*l.*, exports 1,261*l.*, to imports 465,000*l.*, exports 165,000*l.*

17. The most rapid increase has taken place in the four years commencing with 1860, the revenue, which in 1859 was 49,429*l.*, having risen in 1860 to 77,291*l.*, equal to nearly 64 per cent., while the imports and exports, which amounted together to 310,332*l.* in 1859, rose in 1860 to 494,683*l.*

18. So large an increase, extending with almost uninterrupted progress over so many years, is a fair argument for expecting a similar progress in future years; but upon reference to the Blue Books it appears that, great as has been the increase in the revenue, the increase in the expenditure has kept pace with it. The latest Blue Book to which we have access, that for 1862, shows that the expenditure, which in 1859 amounted to only 45,591*l.*, had increased in 1862 to 113,237*l.*, and as the revenue for that year amounted to only 109,299*l.*, there was of course no surplus. I may also point out that, as stated in the report from this Board of 24th ultimo, the revenue of Natal is already charged with a debt of 8,750*l.*, payable under the provisions of the Royal Charter, and with the interest and sinking fund of a loan of 165,000*l.* raised for harbour purposes. Unless, therefore, it can be assumed that the revenue will continue to advance while the expenditure remains stationary—an improbable state of things—it seems very doubtful whether there would be the means of paying the guarantee to the proposed railway company without interfering with other services of public importance.

19. If, however, this difficulty be considered not insuperable, the third question then arises, viz., whether the proposed line is the best and most economical line that could be selected. This question is indeed suggested by the Act itself, which, as has been stated, provides (sects. 138, 139, and 140) for a further survey before any works are undertaken, and authorises the Legislative Council in the first instance, or, in their default, the Lieutenant Governor, to decide whether the line named in the Act, or a line to be ascertained on survey shall be adopted. In respect to the line specified in the Act there appear, *primâ facie*, serious objections to it. In the first place the distance between D'Urban and Pietermaritzburg being only 45 miles, the length of the railway is 70. Secondly, the curves and gradients are very severe. The steepest gradient in the table given in by the engineer is 1 in 34 for 1,704 yards, or nearly a mile; but it appears in the evidence that there is one short gradient of 1 in 24 on a curve of 400 feet radius, which several of the witnesses declare to be dangerous; and gradients steeper than 1 in 40 occur in 19 different parts of the line, and occupy upwards of 17 miles. Mr. Campbell, Mr. Saunderson, Mr. West, C.E., Mr. Patterson, the Colonial engineer, Dr. Sutherland, the surveyor general, and Mr. Milne, C.E., are all of opinion that a better and cheaper line than that laid down in the Act could be discovered. Mr. West proposes a line which he states would be 20 miles shorter, the steepest gradient on which would be 1 in 40 for a very short distance, and which could be constructed for 8,000*l.* a mile. If this estimate be correct, the saving, as compared with the Central Company's line, would be upwards of 260,000*l.*

260,000 *l.* The working expenses would also of course be much less, while the accommodation to traffic, if reduced at all, would not be reduced in anything like the same proportion. In the Appendix are printed several letters from Mr. Milne to the "Natal Mercury," explaining his objections to the proposed line and the superior advantages of the line he advocates.

20. The conclusions which I venture to submit to Mr. Cardwell are, that a line of railway between D'Urban and Pietermaritzburg may be expected to be of great advantage to the Colony; that it would also be, no doubt, advantageous that this line should hereafter be extended to the coal fields; that the present scheme is, however, inadmissible on account of the extravagant concessions which it involves to the coal company, and on account of the doubt which exist about the line between D'Urban and Pietermaritzburg; and that before any guarantee or other assistance is promised to a line between those points, a further and fuller survey should be made of the country to ascertain whether a better and more economical line could not be found. As the matter stands at present, it is difficult to avoid the conclusion that the Legislative Council in their anxiety to secure the construction of a railway between the port and the capital, have in this case, as they have undoubtedly done in the case of the line to Colenso, acted on insufficient information. Whether this further investigation should be entrusted to the Colonial engineer, as contemplated by the Legislative Council, or whether an engineer should be specially commissioned from this country, is a question on which I have not the means of offering an opinion; but if the report of the engineer who may be employed should recommend a line different from that prescribed by the Act, it would, I think, be desirable that the Legislative Council should be invited to re-appoint their Committee to take evidence on the subject, that opportunity might be given to all interested in the scheme to offer such information as they might be able to furnish upon it. Such a course would be more satisfactory to the public than that the decision should be left to the Legislative Council or the Lieutenant Governor acting solely on the report of the Colonial engineer; and the evidence taken before the Committee of Council on the last occasion shows how much valuable information may thereby be elicited from persons competent to form a judgment on the subject.

I have, &c.
(signed) *T. W. C. Murdoch.*

— No. 2. —

(No. 60.)

No. 2.
The Right Hon. E. Cardwell, M. P. to the Acting Governor of Natal.
8 July 1865.

COPY of a DESPATCH from the Right Hon. *Edward Cardwell*, M. P., to the Acting Governor of *Natal*.

Sir, Downing-street, 8 July 1865.

YOU are, no doubt, aware that I have recently had under my consideration several schemes for the construction of railways in Natal. Those schemes related, 1st, to a railway from D'Urban to Pietermaritzburg, called the "Central Railway;" 2d, to a railway in continuation of, and in connection with the first, from Pietermaritzburg to the coal districts in the county of Klip River; and, 3d, to a railway from D'Urban to Verulam, along the seaboard of the Colony.

To promote the construction of the railway from D'Urban to Pietermaritzburg, and from Pietermaritzburg to the coal district, the Legislative Council passed in their last session a series of Acts, and a Bill which the Lieutenant Governor reserved for the signification of Her Majesty's pleasure. The effect of those Acts and the Bill, if assented to, would have been to guarantee to the shareholders of the Central Railway Company out of the Colonial revenue an income of 45,000 *l.* a year, and to confer on the shareholders of the Pietermaritzburg and Coal Districts Company, which was also a mining company, very unusual and exclusive privileges over the Crown lands, and especially over the mineral lands of the Colony. Those privileges appeared to me to involve too great a sacrifice of the future interests of the Colony, and I felt constrained, therefore, to refuse my assent to that part of the scheme. But the rejection of one part of the scheme necessarily involved a modification of other parts of it; and as it was admitted to be doubtful whether the line proposed for the Central Railway was the shortest or best that could be adopted, and as it was by no means clear that the Colonial revenue could sustain the burden of the guarantee which it was designed to impose on it, I considered it my duty to decide that none of the Acts passed by the Legislature for the construction of these railways should be submitted for Her Majesty's approval.

The reasons for this decision you will find stated at more length in my Despatch to Lieutenant Governor Maclean of 27th February last.* * Page 68.

The promoters of the Central Railway then proposed, in order to get rid of the objection I had expressed to the Coal Company's scheme, to abandon the construction of a railway from Pietermaritzburg to the coal districts, and to submit to the local legislature a Bill to repeal so much of the Guarantee Act as made the guarantee on the Central Railway contingent on the construction of the line between Pietermaritzburg and the coal districts. But this would have left untouched the objections to the scheme for the Central Railway. It would still have been as doubtful as before whether the line prescribed by the Act was the best or most economical line that could be found, and the Colony would have remained pledged to a guarantee of 45,000 *l.* a year on a possible expenditure of 750,000 *l.*, whatever were the necessary cost of the line which might ultimately be decided on. To this proposal, therefore, I could not accede.

The third line of railway to which I have referred, that, namely, from D'Urban to Verulam, has not been yet brought before the Colonial Legislature, but was proposed to me by Mr. Elliot, the agent for the Central Railway and the Coal Company; as I had expressed a general objection to the grant of guarantees for the construction of works of this description, Mr. Elliot, in proposing the line to Verulam, suggested that in lieu of a guarantee the Government should remove the natives from a tract of valuable land now occupied by them between the Umlazi and Uncomazi Rivers, and should grant the land to the company at a certain rate per acre to the extent of 50 per cent. of the cost of the line. With such a premium he considered that English capitalists might be induced to subscribe to the undertaking.

Without entering into other objections to Mr. Elliot's proposal, I feel bound to state at once with the utmost distinctness that the suggestion for the removal of the natives from their land cannot be entertained. I am well aware of the uneasiness which has heretofore prevailed among the natives as to the tenure of their lands, and I am alive to the danger of increasing it. Even, therefore, if the proposed removal would not, as Mr. Elliot alleges, inflict any material injury upon the natives, and even if the land to which they were transferred were better suited to their pursuits than that on which they are now settled, I could not, except under the pressure of an evident necessity, consent to a measure so likely to be misunderstood and resented by them. I trust that no rumour of any such scheme has got abroad among them. If it has you will take the most effectual and immediate means in your power to contradict it, and to assure the natives that Her Majesty's Government will not assent to any scheme for interfering with their rights or removing them from their lands, except at their own instance and with their entire free will. Mr. Elliot's proposed scheme for the construction of a railway from D'Urban to Verulam is, therefore, inadmissible.

But while I am thus unable to agree to any of the schemes which have yet been brought before me, I am by no means insensible to the benefit which a well-considered system of railways would confer on Natal. The evidence taken before the Committee of the Legislative Council sufficiently shows the importance of providing a more efficient and economical means of conveyance than at present exists between the capital and the principal port of the Colony, and between the latter and the sugar districts.

I have alluded above to the objection which I had expressed, as a matter of principle, to the grant of guarantees for the construction of railways. You will find in my Despatch to Lieutenant Governor Maclean the reasons for my objection explained at length. I am not disposed to qualify my opinion on that point; nevertheless, as there seems to have existed an impression among the directors of the Central Railway Company, derived from communications with this office, that a guarantee, if approved by the local legislature, would not be disallowed by Her Majesty's Government; and as it appears that they may have incurred some expenses under that impression, I do not think it right absolutely and peremptorily to insist on my objection as regards the Central Railway.

The first point, however, to be ascertained is the best line for the railway. It is clear from the evidence before the Committee of the Legislative Council, as well as from the terms of the Act passed by the Council, that the line prescribed

scribed in that Act is not the only, nor probably the best, line that could be selected. Before, therefore, any further step is taken in the matter, it would be necessary that a careful survey should be made of the country to ascertain that point. This duty may, I presume, be adequately performed by the colonial engineer, at a moderate cost to the Colonial revenue; and it will be for the Council to determine whether the cost of a general survey of this kind might not, with advantage, be defrayed by the Colony.

When the proper line has been ascertained, and the probable expense of its construction calculated, you will bring the subject under the consideration of the Legislative Council, who would, I presume, refer the matter, as before, to a Committee, with power to take evidence. If the result should be to satisfy the Council that the proposed line would be of essential benefit to the Colony, and that it would be safe and desirable to guarantee a minimum dividend on the expense of its construction, I should be prepared, under the peculiar circumstances of the case, to consider any Act which they might pass for that purpose. But in that case I would suggest that very careful regulations ought to be adopted in order to secure the full benefit of the railway to the public. If, however, taking the whole matter into consideration, the Legislative Council should be of opinion that it would be more advantageous that the Colony should itself construct the railway (as has been done with success in Ceylon), then I should be prepared to consider any Act which they might pass to raise the necessary funds for that purpose, and to prescribe the conditions of construction and management.

In respect to the line between D'Urban and Verulam, the same course must be pursued. The Colonial engineer must be directed to make, at the expense of the Colony, a survey of the country, to ascertain the best line for a railway; and his survey, with a calculation of the cost of constructing the line, should be laid before the Legislative Council. There are not, however, in respect to this line, the same reasons for waiving the objection to a guarantee which I have admitted in respect to the Central Railway. I should wish you therefore to consider whether, if the line could not be constructed without assistance from the public revenue, the best mode of assisting it would not be, as I have suggested in regard to the Central Line, that the Government should raise the necessary funds and construct the line itself. The Legislative Council will of course have to consider whether the Colonial revenue is capable of bearing the burden which would thus be imposed on it, and whether the advantage which the Colony would derive from the proposed lines would be a sufficient compensation for that burden. If they should be of opinion that these railways are essential to the progress of the Colony, but that the Colonial revenue, as it at present exists, is unequal to their construction, it will then be for them to consider in what way an increase of revenue may be obtained with the least injury to public and private interests, and with most fairness between those who derive a direct advantage from the railways and those who are only indirectly benefited by them.

I have, &c.
(signed) *Edward Cardwell.*

NATAL RAILWAYS.

COPY or EXTRACTS of all CORRESPONDENCE relating to PROJECTED RAILWAYS in the Colony of *Natal*, which has passed between the Lieutenant Governor of *Natal* and the Secretary of State for the Colonies during the Years 1863, 1864, and 1865.

(Lord Stanley.)

Ordered, by The House of Commons, *to be Printed.*
6 *July* 1865.

[*Price* 10 *d.*]

488.

Under 12 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 11 May 1865;—*for*,

COPY "of LETTER from the Chancellor of the Exchequer to the Chairman of the Royal Commission on Railways, on the subject of IRISH RAILWAYS; and REPLY thereto."

Treasury Chambers, 12 May 1865.

F. PEEL.

LETTER from the Chancellor of the Exchequer to the Chairman of the Royal Commission on Railways.

11, Carlton House Terrace,
11 April 1865.

My Lord Duke,

MANY of the representatives of Ireland in the House of Commons have expressed in Parliament their desire that the examination into the Irish Railway system and its operation, which is included in the general inquiry undertaken by the Royal Commission under your Grace's presidency, should not be postponed until after the case of the Railways of Great Britain shall have undergone investigation.

Her Majesty's Government are under the impression that the case of the Irish Railways is comparatively simple, and that the facts connected with it might probably be collected at an early period under the auspices and instructions of the Commission, but without interruption to that course of inquiry into more difficult and complex, as well as more extended, questions upon which the Commissioners may already have entered; and they accordingly entered into an engagement to bring the matter under the consideration of the Commission.

I have, therefore, to request that your Grace will be good enough to consult with your colleagues in the Commission upon the question which I have submitted; and I have to express the readiness of Her Majesty's Government to co-operate with the Commission by providing, should it in your judgment be necessary, additional assistance with a view to the more speedy and convenient collection of the information which is desired.

I remain, &c.
(signed) *W. E. Gladstone.*

The Duke of Devonshire.

LETTER from the Chairman of the Royal Commission on Railways to the Chancellor of the Exchequer.

House of Lords, Westminster, S.W.,
3 May 1865.

Sir,

I HAVE to acknowledge the receipt of your letter of the 11th April, informing me that Her Majesty's Government have entered into an engagement to bring under the consideration of this Commission the question of the early exami-

nation of the Irish Railway system, and requesting me to consult on the same with my colleagues.

I have now the honour to state, that your letter has been carefully considered by the Commission, and that they have resolved to take immediate steps to collect evidence on the subject of the Irish Railway system.

The Commission are not at present able to decide whether any additional assistance will be necessary in collecting information, but will bear in mind the offer of Her Majesty's Government to provide it, if it should be hereafter required.

I have, &c.
(signed) *Devonshire.*

The Right Hon. W. E. Gladstone, M.P.

RAILWAYS (IRELAND).

COPY of LETTER from the Chancellor of the Exchequer to the Chairman of the Royal Commission on Railways, on the subject of IRISH RAILWAYS; and REPLY thereto.

(*Mr. Peel.*)

Ordered, by The House of Commons, *to be Printed,*
15 *May* 1865.

RETURN to an Order of the Honourable The House of Commons, dated 7 April 1865;—*for*,

RETURN, "in a Tabular Form, as under, of the SUNDAY PASSENGER TRAFFIC on the WATERFORD and LIMERICK RAILWAY for each of the Three Years ending the 31st day of October 1860, the 31st day of October 1861, and the 31st day of October 1862, when Sunday Trains were Discontinued on that Line:—

Length of Line.	Ordinary Number of Sunday Trains.	Gross Receipt within the Year from Sunday Passenger Traffic.	Gross Number of Sunday Passenger Tickets Issued within the Year.	Average Receipt on each Sunday in the Year from Passenger Traffic.	Average Number of Tickets Issued on each Sunday in the Year for Passengers.

"RETURN, in similar Form, for the WEEK-DAY PASSENGER TRAFFIC on the WATERFORD and LIMERICK RAILWAY, for the Year ending the 31st day of October 1862:"

"And, like RETURNS from the WATERFORD and LIMERICK RAILWAY COMPANY in respect of the LIMERICK and CASTLECONNELL RAILWAY, and the LIMERICK and ENNIS RAILWAY, worked by them."

(*Sir Colman O'Loghlen.*)

Ordered, by The House of Commons, *to be Printed*,
19 *June* 1865.

RETURN of the SUNDAY PASSENGER TRAFFIC on the WATERFORD and LIMERICK RAILWAY, for each of the Three Years ending 31 October 1860, 31 October 1861, and 31 October 1862, when Sunday Trains were discontinued on that Line; and like RETURN from the above Company in respect of the LIMERICK and CASTLECONNELL RAILWAY and the LIMERICK and ENNIS RAILWAY worked by them.

Year ending	Length of Line.	Ordinary Number of Sunday Trains.	Gross Receipt within the Year from Sunday Passenger Traffic.	Gross Number of Sunday Passenger Tickets Issued within the Year.	Average Receipt on each Sunday in the Year from Passenger Traffic.	Average Number of Tickets Issued on each Sunday in the Year for Passengers.
WATERFORD and LIMERICK RAILWAY:			£. s. d.		£. s. d.	
31 October 1860	77	One each way - - Mileage run, 154 -	1,144 11 11	11,953	22 – 6	230
31 October 1861	77	One each way - - Mileage run, 154 -	1,140 14 11	11,471	21 18 9	221
31 October 1862	77	One each way - - Mileage run, 154 -	1,169 10 –	10,613	22 9 9	204
LIMERICK and CASTLECONNELL RAILWAY:						
31 October 1860	14½	- - 312 - - Mileage run, 4,524 -	261 4 3	6,433	5 – 5	124
31 October 1861	14½	- - 312 - - Mileage run, 4,524 -	323 2 10	9,671	6 4 3	186
31 October 1862	17¼	- - 312 - - Mileage run, 5,382 -	448 4 7	12,657	8 12 5	243
LIMERICK and ENNIS RAILWAY:						
31 October 1860	24¾	- - 127 - - Mileage run, 3,148 -	221 1 3	3,088	4 5 5	59
31 October 1861	24¾	- - 102 - - Mileage run, 2,524 -	139 18 4	2,389	2 13 10	46
31 October 1862	24¾	One each way - - Mileage run, 2,574 -	233 7 11	2,950	4 9 9	57

12 June 1865.

T. Ainsworth, Secretary.

RETURN of the WEEK-DAY PASSENGER TRAFFIC on the WATERFORD and LIMERICK RAILWAY, for the Year ending 31 October 1862; and like RETURN from the above Company in respect of the LIMERICK and CASTLECONNELL RAILWAY and the LIMERICK and ENNIS RAILWAY worked by them.

Year ending	Length of Line.	Ordinary Number of Week-day Trains.	Gross Receipt within the Year from Week-day Passenger Traffic.	Gross Number of Week day Passenger Tickets Issued within the Year.	Average Receipt on each Week-day in the Year from Passenger Traffic.	Average Number of Tickets Issued on each Week-day in the Year for Passengers.
WATERFORD AND LIMERICK RAILWAY:			£. s. d.		£. s. d.	
31 October 1862	77	- - 3,184 - - Mileage run, 195,875 -	27,670 10 –	252,003	88 8 1 or 530 8 6 per week.	805, nearly.
LIMERICK AND CASTLECONNELL RAILWAY:						
31 October 1862	17¼	- - 1,884 - - Mileage run, 30,265 -	1,882 18 5	12,657	6 – 4 or 36 2 – per week.	40½, nearly.
LIMERICK AND ENNIS RAILWAY:						
31 October 1862	24¾	- - 1,884 - - Mileage run, 46,629 -	5,159 12 –	52,244	16 9 8 or 98 18 – per week.	167, nearly.

12 June 1865.

T. Ainsworth, Secretary.

WATERFORD AND LIMERICK, &c. RAILWAYS.

RETURN of the SUNDAY PASSENGER TRAFFIC on the WATERFORD and LIMERICK RAILWAY for each of the Three Years ending 31 October 1860, 1861, and 1862; and like RETURN from the said Company in respect of the LIMERICK and CASTLECONNELL RAILWAY and the LIMERICK and ENNIS RAILWAY, worked by them; also, a RETURN of the WEEK-DAY PASSENGER TRAFFIC on the above Railways, for the Year ending 31 October 1862; &c.

(*Sir Colman O'Loghlen.*)

Ordered, by The House of Commons, *to be Printed,*
19 *June* 1865.

386.

Under 1 *oz.*

SHIPPING.

RETURN to an Order of the Honourable The House of Commons, dated 21 February 1865;—*for*,

RETURN "of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of *Great Britain* and *Ireland*, including the *Isle of Man* and the *Channel Islands*, distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1864:"

"Similar RETURN of STEAM VESSELS and their TONNAGE:"

"RETURN of the NUMBER and TONNAGE of VESSELS that Entered and Cleared Coastwise, at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), distinguishing British from Foreign Vessels, and Steam from Sailing Vessels, between the 31st day of December 1863 and the 31st day of December 1864:"

"Like RETURN from and to the COLONIES, further distinguishing British from Foreign Vessels; also, from and to FOREIGN PORTS, also distinguishing British from Foreign Vessels:"

"Aggregate RETURN of the NUMBER and TONNAGE of VESSELS Entered and Cleared at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), in the Coasting, Colonial, and Foreign Trades, in the Year 1864; distinguishing British from Foreign Vessels:"

"RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of the Colonies of the United Kingdom respectively, distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1864:"

"Similar RETURN of STEAM VESSELS and their TONNAGE:"

"RETURNS of the NUMBER and TONNAGE of NEW VESSELS Built in the United Kingdom, and at each of the British Possessions respectively (distinguishing Timber from Iron and Steam from Sailing Vessels), and Registered as British Ships in the Year 1864:"

"Of the NUMBER of VESSELS, with their TONNAGE (distinguishing Timber from Iron and Steam from Sailing Vessels), that were Registered in the United Kingdom as NEW SHIPS; similar RETURN of VESSELS Sold and Transferred; similar RETURN of VESSELS Wrecked; and, similar RETURN of VESSELS Broken up, in the Year 1864:"

"Of the NUMBER of COLONIAL-BUILT VESSELS, and their TONNAGE, Registered at each of the Ports of the United Kingdom, in the Year 1864; distinguishing the Number and Tonnage of each Colony respectively:"

"Similar RETURN of the NUMBER of FOREIGN-BUILT VESSELS and their TONNAGE:"

"And, RETURN of the SHIPPING employed in the Trade of the United Kingdom, exhibiting the NUMBER and TONNAGE of VESSELS that Entered Inwards and Cleared Outwards (including their repeated Voyages); separating British from Foreign Vessels, also Steam from Sailing Vessels, and distinguishing the Trade with each Country, in the Year 1864 (in continuation of Parliamentary Paper, No. 337, of Session 1864)."

Board of Trade,
29 May 1865.

T. H. FARRER.

(*Mr. Ingham.*)

Ordered, by The House of Commons, *to be Printed*,
1 *June* 1865.

RETURN of the Number and Tonnage of Sailing Vessels Registered at each of the Ports of *Great Britain* and *Ireland*, including the *Isle of Man* and *Channel Islands*, distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1864:—Also, a Similar Return of Steam Vessels and their Tonnage.

	Sailing Vessels				Steam Vessels			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	100	3,442	293	34,944	-	-	4	346
Arundel	39	1,117	48	7,286	1	32	—	—
Barnstaple	56	1,822	30	3,168	1	15	—	—
Beaumaris	132	4,356	166	14,979	—	—	—	—
Berwick	12	395	13	1,285	1	11	—	—
Bideford	57	1,875	78	9,692	—	—	—	—
Boston	79	2,828	50	3,715	2	33	—	—
Bridgwater	73	2,818	54	11,855	3	44	2	191
Bridport	-	-	8	1,229	—	—	—	—
Bristol	173	5,043	190	60,216	22	640	24	4,158
Brixham	9	319	24	3,160	2	33	—	—
Caernarvon	170	5,722	363	37,757	24	435	2	226
Cardiff	25	696	64	17,556	-	-	4	269
Cardigan	110	3,239	63	6,058	—	—	—	—
Carlisle	12	424	14	1,834	1	27	5	1,066
Chepstow	40	1,078	12	946	-	-	1	115
Chester	54	1,931	69	4,917	2	59	6	1,952
Colchester	214	4,047	94	11,942	—	—	—	—
Cowes	147	3,812	58	6,456	4	136	3	208
Dartmouth	143	4,783	219	29,145	6	165	—	—
Deal	8	160	5	632	—	—	—	—
Dover	38	1,047	23	2,689	-	-	2	134
Exeter	34	913	108	16,721	2	50	—	—
Falmouth	41	1,426	97	13,351	4	132	—	—
Faversham	208	5,921	187	26,799	2	22	—	—
Fleetwood	41	1,233	41	9,105	1	25	4	1,330
Folkestone	5	69	24	3,424	—	—	—	—
Fowey	40	1,428	140	14,202	—	—	—	—
Gainsborough	11	427	2	112	4	123	5	402
Gloucester	271	7,618	63	7,062	5	128	1	63
Goole	208	8,651	317	23,353	5	150	8	1,079
Grimsby	158	5,136	26	2,489	4	63	6	1,802
Hartlepool	4	88	116	26,785	—	—	—	—
Ditto, West	9	331	73	15,348	4	52	15	6,093
Harwich	65	2,028	54	5,862	—	—	—	—
Hayle	1	18	2	244	-	-	1	211
Hull	355	13,617	140	31,368	13	235	67	27,445
Ipswich	53	1,709	130	14,698	6	262	5	432
Lancaster	31	1,127	125	16,165	4	109	6	1,213
Liverpool	282	10,056	2,439	1,399,716	49	1,576	291	143,137
Llanelly	28	802	54	6,999	4	98	—	—
Lowestoft	161	3,795	49	4,770	4	70	2	569
Lyme	7	251	14	1,635	—	—	—	—
Lynn	54	1,860	85	11,972	—	—	—	—
Maldon	105	3,496	56	6,034	—	—	—	—
Maryport	10	200	118	23,603	4	99	—	—
Middlesborough	10	302	58	10,088	24	522	6	1,865
Milford	71	1,911	53	7,382	1	28	—	—
Newcastle	150	4,114	324	105,037	94	1,728	37	13,705
Newhaven	16	278	17	2,873	-	-	6	978
Newport	12	497	98	21,542	2	55	2	324
Padstow	55	2,173	75	10,760	—	—	—	—
Penzance	20	582	75	8,545	1	20	—	—
Plymouth	230	6,855	206	41,105	10	323	1	59
Poole	44	1,233	61	9,311	2	45	—	—
Portsmouth	147	3,749	96	10,886	4	85	4	245
Preston	60	2,317	53	4,382	5	125	1	312
Ramsgate	108	3,056	26	3,876	1	10	—	—
Rochester	517	17,788	75	8,251	7	205	1	215
Runcorn	12	438	26	1,765	—	—	—	—
Rye	48	1,087	50	4,933	1	21	—	—
St. Ives	71	1,333	97	10,330	-	-	1	178
Salcombe	4	130	13	2,732	—	—	—	—
Scarborough	110	3,878	114	32,619	1	44	1	53
Scilly	14	417	32	5,467	-	-	1	67
Shields	20	612	595	168,851	129	2,304	3	716
Ditto, South	6	182	304	90,457	24	458	1	169
Shoreham	26	505	115	24,104	1	15	—	—
Southampton	142	3,901	106	15,115	12	364	27	8,406
Stockton	8	202	29	8,017	12	249	4	893
Sunderland	106	3,240	784	212,894	52	730	33	16,654

	Sailing Vessels				Steam Vessels			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
England—*cont*^{d}.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Swansea	31	960	105	23,220	12	320	7	889
Teignmouth	10	232	56	6,863	1	15	—	—
Truro	14	429	58	6,039	—	—	—	—
Wells	71	1,821	70	8,896	3	37	—	—
Weymouth	21	571	41	4,438	4	77	6	653
Whitby	56	1,967	350	69,264	2	37	1	107
Whitehaven	17	375	162	25,767	1	37	2	498
Wisbeach	12	504	40	6,526	1	23	4	1,731
Woodbridge	31	972	33	2,299	—	—	—	—
Workington	2	51	80	21,315	1	17	—	—
Yarmouth	402	11,788	187	20,915	8	176	4	613
London	743	25,973	1,854	845,284	172	5,079	518	268,705
Total, England	7,290	229,577	12,916	3,815,426	772	17,973	1,135	510,476
SCOTLAND:								
Aberdeen	7	246	232	79,767	6	97	8	2,659
Alloa	17	549	26	9,993	3	55	3	211
Arbroath	6	252	78	12,011	—	—	—	—
Ardrossan	40	1,123	41	10,147	2	35	1	91
Ayr	17	516	37	7,498	-	-	3	484
Banff	20	644	87	11,633	—	—	—	—
Borrowstoness	17	529	37	5,159	1	19	—	—
Campbeltown	28	1,006	7	477	-	-	2	279
Dumfries	51	1,572	57	11,621	—	—	—	—
Dundee	5	155	194	43,358	2	69	14	4,374
Glasgow	164	5,776	384	207,496	39	1,250	194	82,204
Grangemouth	12	357	27	4,726	4	62	5	1,650
Greenock	166	5,058	202	87,559	16	364	11	1,589
Inverness	145	3,383	92	8,212	1	20	—	—
Irvine	12	381	20	5,596	1	15	—	—
Kirkaldy	20	597	29	4,561	2	77	2	521
Kirkwall	29	877	18	1,442	1	26	—	—
Leith	59	1,850	78	21,748	21	466	43	16,874
Lerwick	60	1,779	21	1,396	—	—	—	—
Montrose	11	387	113	17,535	2	40	—	—
Perth	11	289	46	4,590	-	-	1	51
Peterhead	14	417	49	9,435	—	—	—	—
Port Glasgow	26	944	6	1,344	5	114	7	1,288
Stornoway	33	819	8	970	—	—	—	—
Stranraer	34	1,152	11	1,294	—	—	—	—
Troon	2	57	5	1,440	—	—	—	—
Wick	25	779	36	3,039	—	—	—	—
Wigtown	42	1,277	12	1,731	-	-	1	284
Total, Scotland	1,073	32,771	1,953	575,778	106	2,709	295	112,559
IRELAND:								
Ballina	2	54	—	—	—	—	—	—
Belfast	153	5,206	326	58,015	7	150	4	1,215
Coleraine	4	114	1	71	—	—	—	—
Cork	186	4,613	185	28,903	16	487	20	6,491
Drogheda	2	50	34	3,368	-	-	5	1,579
Dublin	322	9,937	187	27,957	18	451	40	12,230
Dundalk	4	167	22	1,748	-	-	4	1,703
Galway	9	249	4	757	-	-	1	67
Limerick	27	804	14	3,351	-	-	4	1,299
Londonderry	5	135	26	9,160	-	-	5	1,258
Newry	73	2,211	35	5,499	1	17	4	457
Ross	2	37	8	1,993	—	—	—	—
Skibbereen	68	1,657	3	221	—	—	—	—
Sligo	9	264	18	3,858	2	78	1	191
Strangford	21	682	27	2,024	—	—	—	—
Tralee	13	384	1	82	—	—	—	—
Waterford	50	1,261	81	8,986	1	28	37	23,511
Westport	4	87	2	205	—	—	—	—
Wexford	15	522	80	9,119	2	52	2	594
Total, Ireland	969	28,434	1,054	165,317	47	1,263	127	50,595
Isle of Man	277	6,848	48	4,047	-	-	5	1,509
Channel Islands	208	5,726	354	66,295	1	16	2	181

General Register and Record Office of Shipping and Seamen, London, 26 May 1865.

John J. Mayo,
Registrar General of Shipping and Seamen.

RETURN of the Number and Tonnage of Vessels that Entered and Cleared Coastwise at each of the Ports of *Great Britain* and *Ireland, Isle of Man*, and *Channel Islands* (including their repeated Voyages), distinguishing British from Foreign Vessels, and Steam from Sailing Vessels, between the 31st day of December 1863 and the 31st day of December 1864.

SAILING VESSELS.

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	502	21,146	-	-	291	13,880	—	—
Arundel	443	40,146	-	-	133	6,843	—	—
Barnstaple	1,072	44,760	-	-	189	6,999	—	—
Beaumaris	1,624	74,294	-	-	302	14,510	2	515
Berwick	414	20,958	-	-	204	10,923	1	144
Bideford	760	31,211	-	-	108	4,880	—	—
Boston	595	27,524	1	103	286	15,561	5	391
Bridgwater	3,434	147,690	-	-	997	41,210	—	—
Bridport	89	7,296	-	-	25	1,257	—	—
Bristol	4,628	187,184	-	-	2,405	104,744	—	—
Caernarvon	1,594	78,696	-	-	160	7,302	—	—
Cardiff	2,542	194,841	4	656	6,689	480,685	3	893
Cardigan	577	14,873	-	-	45	1,399	—	—
Carlisle	97	5,007	-	-	341	18,686	—	—
Chepstow	370	13,621	-	-	260	10,736	—	—
Chester	1,248	64,636	-	-	1,157	58,979	2	439
Colchester	660	48,967	-	-	258	12,228	—	—
Cowes	642	43,635	-	-	191	4,473	—	—
Dartmouth	651	36,758	1	84	236	8,833	—	—
Deal	173	12,153	-	-	89	5,105	—	—
Dover	427	41,413	1	122	118	8,051	—	—
Exeter	482	49,454	-	-	130	6,623	—	—
Falmouth	641	42,553	1	64	150	7,728	—	—
Faversham	1,600	125,313	-	-	920	38,747	—	—
Fleetwood	468	37,320	-	-	201	17,144	1	142
Folkestone	290	34,039	-	-	9	384	—	—
Fowey	990	64,691	1	53	524	36,557	—	—
Gainsborough	165	7,892	-	-	280	12,795	—	—
Gloucester	1,023	48,925	2	492	3,829	133,718	4	392
Goole	1,546	77,670	-	-	1,476	74,283	—	—
Grimsby	205	11,526	-	-	321	37,070	—	—
Hartlepool	347	27,056	5	426	5,559	707,762	4	276
Harwich	493	35,909	-	-	385	17,679	—	—
Hayle (three months)	286	27,877	-	-	116	1,158	—	—
Hull	575	41,238	1	42	752	82,679	156	33,558
Ipswich	1,004	78,101	2	65	800	44,716	10	570
Lancaster	1,058	60,566	-	-	1,858	134,995	—	—
Liverpool	4,559	393,453	43	8,871	4,895	351,563	—	—
Llanelly	1,216	76,357	2	161	2,297	164,446	—	—
Lowestoft	740	66,867	-	-	201	12,651	—	—
Lyme	116	7,636	-	-	17	805	—	—
Lynn	1,028	88,827	2	111	464	29,821	10	850
Maldon	1,089	73,811	-	-	1,049	43,870	—	—
Maryport	366	29,822	-	-	3,161	280,486	4	651
Middlesborough	247	16,839	4	314	1,914	158,369	1	42
Milford	775	30,518	-	-	1,185	45,810	—	—
Newcastle	1,877	153,031	158	29,227	8,113	1,055,312	9	611
Newhaven	317	45,752	-	-	48	3,011	—	—
Newport	1,857	134,082	2	162	6,607	401,665	1	26
Padstow	767	34,865	-	-	272	11,523	—	—
Penzance	1,868	162,926	-	-	622	53,526	—	—
Plymouth	2,637	215,576	-	-	1,255	81,741	1	53
Poole	496	42,424	-	-	206	9,136	—	—
Portsmouth	1,110	123,297	-	-	742	23,363	—	—
Preston	450	26,301	-	-	538	30,030	2	230
Ramsgate	316	26,257	-	-	42	3,336	—	—
Rochester	2,880	296,148	-	-	1,348	49,855	—	—
Runcorn	991	57,405	4	642	2,837	171,028	1	72
Rye	509	39,344	-	-	50	3,075	—	—
Scarborough	355	18,838	-	-	29	1,293	—	—
Scilly	56	2,514	-	-	60	2,670	—	—
Shields	469	50,682	78	16,865	755	68,395	—	—
Shoreham	587	89,972	-	-	103	6,642	2	156
Southampton	1,493	161,141	1	94	680	31,205	1	80
Stockton	244	14,767	6	363	138	9,667	—	—

SAILING VESSELS—*continued.*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
England—*cont^d.*	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Sunderland	1,055	82,009	19	1,234	9,734	1,173,164	13	713
Swansea	3,739	275,720	-	-	5,795	425,080	—	—
Teignmouth	573	49,546	1	84	123	7,354	1	198
Truro	805	61,489	-	-	443	37,686	—	—
Wells	529	26,855	-	-	276	14,883	4	238
Weymouth	250	19,221	-	-	52	2,357	—	—
Whitby	603	24,963	-	-	81	4,315	—	—
Whitehaven	726	29,616	-	-	3,935	280,961	8	909
Wisbeach	299	19,369	-	-	159	8,506	—	—
Woodbridge	415	23,634	-	-	312	16,000	—	—
Workington	112	6,165	-	-	1,230	106,411	—	—
Yarmouth	1,363	109,296	3	848	564	33,683	2	158
London	11,587	1,465,241	5	780	6,027	404,107	11	1,502
Total, England	85,186	6,599,510	347	61,863	100,153	7,820,123	259	43,809
SCOTLAND:								
Aberdeen	1,306	131,452	-	-	659	57,415	5	458
Alloa	54	3,149	-	-	109	8,263	7	1,867
Arbroath	419	29,175	-	-	208	13,173	—	—
Ardrossan	235	21,349	-	-	1,807	144,710	1	135
Ayr	261	14,883	-	-	1,655	111,010	—	—
Banff	370	21,885	1	76	246	14,402	3	155
Borrowstoness	108	6,346	-	-	513	33,650	—	—
Campbeltown	469	17,587	-	-	162	6,544	—	—
Dumfries	647	19,379	-	-	244	8,582	—	—
Dundee	1,345	121,640	2	224	359	22,995	2	154
Glasgow	1,004	104,228	-	-	2,530	167,769	—	—
Grangemouth	203	15,678	-	-	115	9,351	—	—
Greenock	805	45,877	1	128	349	28,706	4	1,428
Inverness	1,485	86,841	7	410	1,275	72,201	7	446
Kirkaldy	292	15,841	4	201	889	51,631	—	—
Kirkwall	226	14,605	-	-	162	10,358	—	—
Leith	690	41,003	6	361	505	31,801	—	—
Lerwick	87	6,346	-	-	48	3,379	—	—
Montrose	709	55,482	-	-	478	37,216	—	—
Perth	163	10,245	-	-	150	9,771	5	442
Peterhead	398	22,744	3	200	291	13,950	1	49
Port Glasgow	31	2,954	-	-	22	3,167	—	—
Stornoway	121	6,339	1	39	19	933	—	—
Stranraer	466	15,987	-	-	168	6,149	—	—
Troon	158	7,857	2	946	2,625	176,488	—	—
Wick	615	33,735	7	440	292	14,226	3	119
Wigtown	551	17,709	-	-	369	11,746	—	—
Total, Scotland	13,218	890,316	34	3,025	16,249	1,069,586	38	5,253
IRELAND:								
Ballina	63	4,735	-	-	89	6,610	—	—
Belfast	5,235	393,054	-	-	646	46,882	17	2,597
Coleraine	169	9,755	-	-	16	639	—	—
Cork	1,717	159,019	-	-	1,072	75,171	—	—
Drogheda	467	38,927	-	-	159	12,077	—	—
Dublin	5,982	504,945	3	509	2,196	125,398	11	1,643
Dundalk	702	51,275	-	-	127	8,634	—	—
Galway	81	7,482	-	-	87	9,218	—	—
Limerick	227	20,936	-	-	217	20,859	4	683
Londonderry	731	58,930	-	-	254	15,841	4	485
Newry	973	63,444	-	-	201	12,387	6	464
Ross	223	17,316	-	-	70	5,193	—	—
Skibbereen	221	12,451	-	-	131	8,073	—	—
Sligo	192	10,710	-	-	143	6,558	—	—
Strangford	491	27,265	-	-	199	9,183	—	—
Tralee	119	7,246	-	-	55	3,785	—	—
Waterford	972	79,352	-	-	606	43,305	—	—
Westport	74	4,633	-	-	103	7,364	1	260
Wexford	620	35,833	-	-	287	16,060	—	—
Total, Ireland	19,259	1,507,308	3	509	6,658	433,237	43	6,131
Isle of Man	1,556	94,896	-	-	766	52,593	—	—
Channel Islands	Nil.		-	-	Nil.		—	—

STEAM VESSELS.

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	93	9,044	—	—	55	5,634	—	—
Arundel	32	992	—	—	128	4,195	—	—
Barnstaple	222	19,211	—	—	210	17,730	—	—
Beaumaris	539	218,149	—	—	338	144,638	—	—
Berwick	1	17	—	—	1	17	—	—
Bideford	101	6,855	—	—	101	6,868	—	—
Boston	38	3,316	—	—	30	2,643	—	—
Bridgwater	384	35,100	—	—	382	34,867	—	—
Bridport	—	—	—	—	—	—	—	—
Bristol	2,023	307,270	—	—	1,975	295,640	—	—
Caernarvon	122	19,961	—	—	11	1,562	—	—
Cardiff	468	68,347	—	—	998	179,610	—	—
Cardigan	—	—	—	—	—	—	—	—
Carlisle	233	52,040	—	—	240	52,812	—	—
Chepstow	—	—	—	—	—	—	—	—
Chester	142	8,298	—	—	127	7,258	—	—
Colchester	—	—	—	—	—	—	—	—
Cowes	—	—	—	—	—	—	—	—
Dartmouth	81	3,483	—	—	80	3,485	—	—
Deal	—	—	—	—	—	—	—	—
Dover	—	—	—	—	—	—	—	—
Exeter	—	—	—	—	—	—	—	—
Falmouth	112	46,446	—	—	—	—	—	—
Faversham	—	—	—	—	—	—	—	—
Fleetwood	419	139,659	—	—	418	139,386	—	—
Folkestone	—	—	—	—	—	—	—	—
Fowey	13	3,394	—	—	8	981	—	—
Gainsborough	—	—	—	—	—	—	—	—
Gloucester	37	2,137	—	—	45	2,627	—	—
Goole	126	19,193	—	—	152	22,258	—	—
Grimsby	—	—	—	—	—	—	—	—
Hartlepool	18	6,311	—	—	155	38,938	—	—
Harwich	—	—	—	—	—	—	—	—
Hayle (three months)	25	4,879	—	—	25	4,879	—	—
Hull	593	100,401	—	—	658	113,162	—	—
Ipswich	61	8,144	—	—	54	7,528	—	—
Lancaster	468	108,023	—	—	457	104,016	—	—
Liverpool	3,426	1,069,417	—	—	3,349	1,009,834	—	—
Llanelly	102	9,919	—	—	98	9,411	—	—
Lowestoft	34	8,874	—	—	1	533	—	—
Lyme	3	111	—	—	—	—	—	—
Lynn	76	8,180	—	—	77	8,311	—	—
Maldon	—	—	—	—	—	—	—	—
Maryport	2	118	—	—	2	118	—	—
Middlesborough	109	33,712	—	—	162	44,243	—	—
Milford	535	163,205	—	—	368	104,388	—	—
Newcastle	627	161,519	1	322	1,585	660,353	—	—
Newhaven	—	—	—	—	—	—	—	—
Newport	476	54,796	—	—	329	53,892	—	—
Padstow	40	3,840	—	—	40	3,840	—	—
Penzance	284	45,925	—	—	206	22,996	—	—
Plymouth	506	207,340	—	—	426	181,414	—	—
Poole	1	174	—	—	—	—	—	—
Portsmouth	2	1,174	—	—	—	—	—	—
Preston	—	—	—	—	—	—	—	—
Ramsgate	—	—	—	—	—	—	—	—
Rochester	15	3,838	—	—	—	—	—	—
Runcorn	—	—	—	—	1	191	—	—
Rye	—	—	—	—	—	—	—	—
Scarborough	—	—	—	—	—	—	—	—
Scilly	131	8,646	—	—	132	8,987	—	—
Shields	48	21,671	—	—	101	35,375	—	—
Shoreham	—	—	—	—	—	—	—	—
Southampton	164	67,827	1	388	39	1,706	—	—
Stockton	65	16,672	—	—	54	16,821	—	—
Sunderland	57	21,463	—	—	876	371,461	—	—
Swansea	469	86,406	—	—	436	73,749	—	—
Teignmouth	—	—	—	—	—	—	—	—
Truro	42	9,249	—	—	44	9,493	—	—
Wells	—	—	—	—	—	—	—	—
Weymouth	—	—	—	—	—	—	—	—

STEAM VESSELS—*continued.*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
England—*cont*^{d}.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Whitby	42	752	—	—	—	—	—	—
Whitehaven	239	47,494	-	-	414	101,135	—	—
Wisbeach	70	6,011	-	-	56	4,636	—	—
Woodbridge	—	—	—	—	—	—	—	—
Workington	26	1,536	-	-	27	1,626	—	—
Yarmouth	205	40,835	-	-	203	40,805	—	—
London	3,592	1,510,146	-	-	1,763	662,725	—	—
Total, England	17,739	4,801,520	2	710	17,437	4,618,757	—	—
SCOTLAND:								
Aberdeen	482	146,430	-	-	482	147,321	—	—
Alloa	—	—	—	—	—	—	—	—
Arbroath	—	—	—	—	—	—	—	—
Ardrossan	266	46,753	-	-	304	55,873	—	—
Ayr	87	13,020	-	-	87	13,012	—	—
Banff	21	5,043	—	—	—	—	—	—
Borrowstoness	—	—	—	—	—	—	—	—
Campbeltown	238	33,426	-	-	244	34,194	—	—
Dumfries	68	14,695	-	-	70	16,258	—	—
Dundee	207	69,100	-	-	209	68,743	—	—
Glasgow	1,753	497,525	-	-	1,846	532,529	—	—
Grangemouth	195	58,199	-	-	198	59,919	—	—
Greenock	656	115,367	-	-	456	63,508	—	—
Inverness	472	68,394	-	-	465	69,224	—	—
Kirkaldy	150	12,900	-	-	144	12,404	—	—
Kirkwall	280	23,537	-	-	282	23,858	—	—
Leith	518	203,945	-	-	524	205,585	—	—
Lerwick	50	17,529	-	-	50	17,547	—	—
Montrose	5	315	-	-	5	315	—	—
Perth	—	—	—	—	—	—	—	—
Peterhead	1	153	-	-	1	153	—	—
Port Glasgow	2	624	—	—	—	—	—	—
Stornoway	89	22,855	-	-	88	22,544	—	—
Stranraer	133	21,069	-	-	150	23,448	—	—
Troon	-	-	-	-	21	1,243	—	—
Wick	419	50,025	-	-	439	56,059	—	—
Wigtown	41	11,704	-	-	48	13,692	—	—
Total, Scotland	6,133	1,432,608	-	-	6,113	1,437,429	—	—
IRELAND:								
Ballina	11	764	-	-	4	452	—	—
Belfast	1,704	543,871	-	-	1,687	538,213	1	197
Coleraine	230	54,135	-	-	145	33,952	—	—
Cork	434	198,892	-	-	419	193,446	—	—
Drogheda	251	80,118	-	-	300	94,773	—	—
Dublin	1,443	535,060	-	-	1,721	646,606	—	—
Dundalk	207	88,581	-	-	208	89,096	—	—
Galway	3	1,157	-	-	1	1,737	—	—
Limerick	118	38,922	-	-	118	38,569	—	—
Londonderry	476	135,292	-	-	430	124,996	—	—
Newry	293	64,743	-	-	267	61,583	—	—
Ross	326	27,384	-	-	326	27,384	—	—
Skibbereen	—	—	—	—	—	—	—	—
Sligo	164	38,368	-	-	169	38,452	—	—
Strangford	—	—	—	—	—	—	—	—
Tralee	69	24,942	—	—	—	—	—	—
Waterford	732	258,435	-	-	696	241,211	—	—
Westport	4	772	-	-	4	572	—	—
Wexford	112	27,881	-	-	112	27,278	—	—
Total, Ireland	6,577	2,119,317	-	-	6,607	2,158,320	1	197
Isle of Man	130	26,793	-	-	109	22,621	—	—
Channel Islands	Nil.	-	-	-	-	Nil.	—	—

General Register and Record Office of Shipping and Seamen,
London, 26 May 1865.

John J. Mayo,
Registrar General of Shipping and Seamen.

RETURN of the Number and Tonnage of Vessels that Entered and Cleared from and to the Colonies, at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), distinguishing Steam from Sailing Vessels, between the 31st day of December 1863 and the 31st day of December 1864; further distinguishing British from Foreign Vessels.

	SAILING VESSELS.							
	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	16	4,707	-	-	6	1,753	—	—
Arundel	3	60	-	-	2	40	—	—
Barnstaple	6	1,906	-	-	2	576	—	—
Beaumaris	8	4,474	-	-	9	3,333	—	—
Berwick	2	765	—	—	—	—	—	—
Bideford	15	5,203	-	-	1	602	—	—
Boston	-	-	-	-	1	30	—	—
Bridgwater		4,333	1	353	11	783	—	—
Bridport	-	-	-	-	1	198	1	133
Bristol	127	50,341	16	8,663	56	14,325	7	4,245
Caernarvon	23	6,299	-	-	19	3,616	—	—
Cardiff	96	30,289	21	5,083	445	153,454	157	62,995
Cardigan	4	339	—	—	—	—	—	—
Carlisle	8	3,740	4	1,956	5	1,669	3	1,460
Chepstow	—	—	—	—	—	—	—	—
Chester	1	245	-	-	1	319	—	—
Colchester	—	—	—	—	—	—	—	—
Cowes	11	861	-	-	13	927	—	—
Dartmouth	9	1,863	-	-	7	929	—	—
Deal	—	—	—	—	—	—	—	—
Dover	11	940	-	-	1	59	1	250
Exeter	12	2,585	1	303	5	1,279	—	—
Falmouth	6	1,366	1	424	18	3,417	3	1,262
Faversham	3	156	—	—	—	—	—	—
Fleetwood	19	11,559	2	418	7	4,173	—	—
Folkestone	—	—	—	—	—	—	—	—
Fowey	14	2,965	6	909	11	1,866	1	578
Gainsborough	—	—	—	—	—	—	—	—
Gloucester	49	24,723	29	11,479	10	1,590	1	384
Goole	1	58	-	-	2	195	—	—
Grimsby	9	4,641	16	6,399	6	1,967	3	1,763
Hartlepool	33	12,069	10	2,948	27	6,557	2	271
Harwich	1	24	-	-	3	117	—	—
Hayle (three months)	3	787	—	—	—	—	—	—
Hull	36	23,923	53	23,225	29	14,044	2	1,085
Ipswich	2	315	—	—	—	—	—	—
Lancaster	18	6,008	-	-	8	3,472	—	—
Liverpool	1,127	783,057	106	72,365	1,189	804,589	71	36,914
Llanelly	35	7,234	5	299	30	7,098	—	—
Lowestoft	3	312	1	538	—	—	—	—
Lyme	4	195	-	-	15	983	—	—
Lynn	—	—	—	—	—	—	—	—
Maldon	—	—	—	—	—	—	—	—
Maryport	8	2,202	1	309	11	3,118	—	—
Middlesborough	3	598	-	-	1	242	1	125
Milford	10	4,280	1	388	1	385	—	—
Newcastle	66	21,654	14	2,762	321	76,428	53	18,108
Newhaven	-	-	1	431	1	33	—	—
Newport	37	6,335	5	1,674	120	37,890	36	16,528
Padstow	3	1,232	-	-	4	1,718	1	201
Penzance	11	2,288	-	-	12	2,882	—	—
Plymouth	141	25,360	1	321	157	25,082	—	—
Poole	12	941	-	-	26	3,197	1	504
Portsmouth	52	5,049	1	321	17	1,510	—	—
Preston	1	193	-	-	1	193	—	—
Ramsgate	2	542	—	—	—	—	—	—
Rochester	5	1,533	2	1,419	1	710	—	—
Runcorn	4	170	1	137	11	1,315	—	—
Rye	-	-	-	-	1	32	—	—
Scarborough	1	256	—	—	—	—	—	—
Scilly	1	41	1	228	1	30	—	—
Shields	29	16,252	1	415	26	13,827	2	1,470
Shoreham	13	526	1	315	2	43	—	—
Southampton	58	3,578	3	980	34	3,559	—	—
Stockton	7	2,169	4	1,653	—	—	—	—
Sunderland	70	25,707	11	4,308	193	83,493	14	7,157
Swansea	121	23,884	22	4,648	186	45,430	60	19,680
Teignmouth	22	2,478	-	-	17	2,053	1	133
Truro	11	5,489	2	978	7	3,381	2	1,088
Wells	—	—	—	—	—	—	—	—
Weymouth	15	1,129	-	-	12	365	—	—
Whitby	1	317	—	—	—	—	—	—
Whitehaven	11	3,042	1	386	2	505	—	—
Wisbeach	3	413	2	679	—	—	—	—
Woodbridge	—	—	—	—	—	—	—	—
Workington	7	1,842	-	-	5	1,322	—	—
Yarmouth	1	387	-	-	2	312	1	465
London	1,906	827,329	222	128,472	1,263	704,694	65	37,292
Total, England	4,368	1,986,558	569	286,186	4,375	2,047,759	489	214,091

SAILING VESSELS—*continued.*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
SCOTLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberdeen	21	10,460	1	338	8	4,181	—	—
Alloa	-	-	-	-	2	231	—	—
Arbroath	—	—	—	—	—	—	—	—
Ardrossan	9	3,711	-	-	35	16,812	—	—
Ayr	4	1,368	-	-	2	684	—	—
Banff	—	—	—	—	—	—	—	—
Borrowstoness	—	—	—	—	—	—	—	—
Campbeltown	—	—	—	—	—	—	—	—
Dumfries	7	1,562	-	-	4	870	—	—
Dundee	33	18,912	6	2,526	17	8,074	—	—
Glasgow	81	41,359	10	4,341	239	136,964	12	4,888
Grangemouth	9	4,929	3	1,803	8	4,427	—	—
Greenock	180	105,361	10	4,877	135	80,137	2	1,766
Inverness	1	171	—	—	—	—	—	—
Kirkaldy	-	-	-	-	-	-	1	34
Kirkwall	—	—	—	—	—	—	—	—
Leith	20	8,850	5	2,131	32	17,855	1	236
Lerwick	—	—	—	—	—	—	—	—
Montrose	5	2,635	-	-	3	1,227	—	—
Perth	1	311	—	—	—	—	—	—
Peterhead	-	-	1	369	—	—	—	—
Port Glasgow	31	23,463	1	1,111	32	22,435	—	—
Stornoway	4	146	—	—	—	—	—	—
Stranraer	2	1,056	—	—	—	—	—	—
Troon	13	5,909	1	431	45	17,957	3	1,041
Wick	2	607	—	—	—	—	—	—
Wigtown	3	743	-	-	1	301	—	—
TOTAL, SCOTLAND	426	231,553	38	18,427	563	312,155	19	7,965
IRELAND:								
Ballina	1	297	—	—	—	—	—	—
Belfast	45	24,114	11	5,472	19	11,834	5	1,315
Coleraine	3	795	2	431	—	—	—	—
Cork	43	12,396	4	1,531	39	10,756	4	1,520
Drogheda	3	595	1	211	—	—	—	—
Dublin	57	28,670	7	2,586	22	14,897	5	1,702
Dundalk	4	986	2	319	—	—	—	—
Galway	3	1,460	—	—	—	—	—	—
Limerick	14	6,861	3	1,444	9	4,629	3	1,148
Londonderry	13	8,304	2	565	6	4,373	2	565
Newry	18	10,384	2	868	1	792	1	103
Ross	4	1,597	-	-	4	1,856	—	—
Skibbereen	3	512	-	-	1	251	—	—
Sligo	9	2,922	1	117	4	1,097	—	—
Strangford	3	1,050	-	-	3	1,050	—	—
Tralee	2	794	1	348	1	523	—	—
Waterford	15	3,238	2	762	8	1,637	3	1,267
Westport	1	36	—	—	—	—	—	—
Wexford	9	4,932	-	-	2	725	—	—
TOTAL, IRELAND	250	109,943	38	14,654	121	54,798	23	7,620
ISLE OF MAN	5	1,011	—	—	—	—	—	—
CHANNEL ISLANDS	23	3,123	-	-	54	7,121	—	—

STEAM VESSELS.

London	89	57,317	-	-	99	50,971	—	—
Arundel	69	5,655	-	-	63	5,119	—	—
Bristol	-	-	-	-	1	518	—	—
Cardiff	-	-	-	-	19	13,419	1	415
Dover	1	54	—	—	—	—	—	—
Hartlepool	-	-	-	-	-	-	1	266
Hull	-	-	-	-	1	385	—	—
Liverpool	62	68,530	-	-	87	92,137	—	—
Newcastle	-	-	-	-	4	2,053	—	—
Newport	-	-	-	-	2	1,622	—	—
Plymouth	13	2,369	-	-	14	2,428	—	—
Shields	-	-	-	-	2	283	—	—
Southampton	286	69,403	-	-	291	70,674	—	—
Sunderland	-	-	-	-	1	548	—	—
Swansea	-	-	-	-	1	91	—	—
Weymouth	142	22,022	-	-	143	21,994	—	—
Borrowstoness	-	-	-	-	1	216	—	—
Glasgow	12	12,090	-	-	54	25,424	1	450
Greenock	-	-	2	1,606	21	8,951	—	—
Leith	-	-	-	-	1	435	—	—
Port Glasgow	-	-	-	-	1	517	—	—
TOTAL	674	237,440	2	1,606	306	298,285	3	1,131
ISLE OF MAN	—	—	—	—	—	—	—	—
CHANNEL ISLANDS	—	—	—	—	—	—	—	—

General Register and Record Office of Shipping and Seamen, London, 26 May 1865.

John J. Mayo,
Registrar-General of Shipping and Seamen.

RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared from and to FOREIGN PORTS, at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), distinguishing Steam from Sailing Vessels, and British from Foreign Vessels, between the 31st day of December 1863 and the 31st day of December 1864.

SAILING VESSELS.

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	6	667	8	2,204	-	-	2	373
Arundel	16	1,540	22	2,494	2	129	4	280
Barnstaple	4	343	4	531	—	—	—	—
Beaumaris	8	618	7	1,666	10	1,133	—	—
Berwick	24	3,130	47	6,807	1	85	24	3,959
Bideford	2	184	3	472	—	—	—	—
Boston	21	3,679	30	3,645	-	-	13	1,986
Bridgwater	11	1,579	16	2,923	3	234	1	88
Bridport	11	2,023	9	964	7	1,365	8	831
Bristol	329	66,528	339	93,332	66	16,770	80	25,813
Carnarvon	22	2,299	4	376	146	14,332	3	79
Cardiff	324	73,671	1,574	342,718	1,084	283,207	2,312	546,811
Cardigan	—	—	—	—	—	—	—	—
Carlisle	-	-	2	907	3	758	2	957
Chepstow	2	186	—	—	—	—	—	—
Chester	2	212	2	439	4	374	9	1,072
Colchester	19	1,199	14	1,361	18	503	11	1,156
Cowes	16	892	14	1,884	13	839	25	2,305
Dartmouth	25	3,066	4	948	21	1,900	1	396
Deal	1	127	18	1,253	3	144	13	879
Dover	50	5,258	91	9,263	29	967	64	4,231
Exeter	25	3,090	33	4,808	2	272	10	1,857
Falmouth	106	7,146	55	8,168	118	8,821	16	2,931
Faversham	50	1,829	1	77	43	1,476	4	241
Fleetwood	2	445	6	1,624	-	-	2	451
Folkestone	2	310	6	768	-	-	4	558
Fowey	50	4,306	69	6,505	209	17,253	132	10,981
Gainsborough	4	400	8	791	1	70	2	180
Gloucester	127	24,570	282	58,146	19	2,954	46	11,228
Goole	89	7,943	20	1,932	28	2,423	16	1,424
Grimsby	222	33,701	456	82,011	155	22,529	402	80,079
Hartlepool	751	138,312	950	108,709	823	160,834	1,347	151,054
Harwich	57	5,350	52	3,799	10	1,401	61	3,480
Hayle (three months)	8	1,138	5	638	18	1,957	3	525
Hull	570	102,196	1,076	169,236	227	44,924	786	127,199
Ipswich	79	10,664	124	14,247	28	2,464	76	7,978
Lancaster	21	2,763	23	4,641	15	1,385	5	1,779
Liverpool	1,771	589,146	1,041	425,927	1,527	591,336	1,063	441,273
Llanelly	337	44,568	442	31,872	359	44,802	472	33,959
Lowestoft	86	10,448	68	10,667	39	2,170	29	5,355
Lyme	1	36	1	102	—	—	—	—
Lynn	98	10,799	67	5,712	9	1,232	10	1,079
Maldon	44	1,611	10	1,058	32	897	9	990
Maryport	1	87	2	176	8	1,341	1	88
Middlesborough	421	52,840	320	26,942	478	64,940	506	50,114
Milford	17	2,081	4	1,037	1	523	2	185
Newcastle	1,841	349,472	2,178	341,614	3,323	756,332	3,716	620,646
Newhaven	64	2,269	40	2,249	82	2,421	35	1,897
Newport	160	31,649	275	65,308	392	105,790	329	90,122
Padstow	10	808	5	1,289	10	748	2	489
Penzance	35	2,795	78	9,154	26	2,072	50	7,209
Plymouth	218	23,839	151	23,755	73	4,548	81	14,074
Poole	63	4,775	32	7,287	28	2,826	34	7,600
Portsmouth	119	7,722	104	12,833	13	893	85	11,205
Preston	1	108	9	877	5	564	3	244
Ramsgate	9	759	6	478	8	1,125	1	10
Rochester	71	5,918	56	6,685	121	6,584	44	4,514
Runcorn	212	21,001	21	2,306	159	17,634	74	8,094
Rye	18	1,123	27	2,643	1	32	14	1,735

SAILING VESSELS—*continued.*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
England—*cont*[d].								
Scarborough	13	1,627	11	1,095	4	161	—	—
Scilly	3	719	3	479	-	-	1	140
Shields	780	157,181	405	50,882	758	124,941	250	21,213
Shoreham	40	3,723	213	20,404	30	2,016	299	18,799
Southampton	67	5,737	367	26,457	9	832	332	21,150
Stockton	44	7,106	69	7,594	10	1,754	12	1,573
Sunderland	1,164	220,047	986	128,505	1,672	381,354	1,179	164,483
Swansea	418	91,044	1,325	166,155	847	154,518	1,505	194,411
Teignmouth	9	1,073	21	2,587	16	1,428	24	2,567
Truro	15	1,268	61	15,785	15	1,005	49	13,280
Wells	44	3,153	28	1,902	—	—	—	—
Weymouth	115	7,167	16	2,202	3	116	11	1,384
Whitby	25	3,533	3	297	17	3,993	1	43
Whitehaven	6	962	12	1,546	43	3,873	6	786
Wisbeach	74	13,651	74	11,615	12	2,573	47	7,666
Woodbridge	2	295	4	321	-	-	3	287
Workington	-	-	-	-	17	1,475	1	88
Yarmouth	154	18,290	103	15,373	40	4,385	67	9,271
London	2,956	629,939	3,376	749,699	1,330	225,309	2,716	627,376
Total, England	14,582	2,841,733	17,488	3,123,156	14,623	3,110,046	18,547	3,378,560
Scotland:								
Aberdeen	118	18,298	142	18,598	52	8,669	47	9,415
Alloa	29	5,676	89	12,711	24	4,144	316	33,175
Arbroath	46	7,389	21	2,700	20	4,117	6	868
Ardrossan	18	4,225	9	934	188	47,745	154	26,103
Ayr	3	615	5	595	4	675	4	468
Banff	14	1,069	59	4,076	25	2,525	34	1,983
Borrowstoness	30	3,711	125	12,122	265	34,025	802	75,582
Campbeltown	6	458	22	2,240	—	—	—	—
Dumfries	3	333	5	695	-	-	2	269
Dundee	252	45,223	201	33,197	162	31,928	147	25,575
Glasgow	254	60,577	150	34,783	290	76,110	127	35,176
Grangemouth	82	10,876	413	53,349	121	14,963	400	55,607
Greenock	175	55,192	84	22,838	59	24,018	30	10,349
Inverness	35	5,296	65	6,236	29	2,595	61	4,830
Kirkaldy	91	16,061	152	12,711	183	25,084	469	40,370
Kirkwall	6	391	5	600	4	260	4	260
Leith	351	53,921	1,166	127,697	63	13,376	199	33,496
Lerwick	3	268	32	2,111	9	1,065	31	2,280
Montrose	87	12,500	147	27,609	60	10,710	140	27,007
Perth	8	1,097	28	2,792	2	394	1	195
Peterhead	34	6,487	65	3,914	106	11,166	67	4,238
Port Glasgow	17	8,842	5	2,081	5	1,595	—	—
Stornoway	8	479	8	1,033	89	4,682	2	85
Stranraer	-	-	2	360	—	—	—	—
Troon	2	451	6	483	89	31,655	134	31,350
Wick	23	1,440	88	4,414	152	12,119	105	5,588
Wigtown	—	—	—	—	—	—	—	—
Total, Scotland	1,695	320,875	3,094	390,879	2,001	363.620	3,282	424,269
Ireland:								
Ballina	—	—	—	—	—	—	—	—
Belfast	130	24,390	194	33,829	21	3,958	21	7,593
Coleraine	7	1,358	2	215	-	-	1	260
Cork	65	15,066	139	42,652	9	1,440	7	1,607
Drogheda	9	1,118	5	507	—	—	—	—
Dublin	178	32,738	117	30,936	58	12,194	46	14,514
Dundalk	10	2,156	1	254	2	361	—	—
Galway	13	4,451	10	4,019	1	355	2	1,780
Limerick	31	9,025	55	16,437	-	-	4	1,406
Londonderry	40	13,904	51	12,848	12	8,405	2	449
Newry	20	2,580	40	6,015	-	-	1	436
Ross	8	2,266	6	1,627	2	437	—	—
Skibbereen	-	-	3	913	-	-	2	674
Sligo	14	4,486	14	3,469	—	—	—	—
Strangford	—	—	—	—	—	—	—	—

SAILING VESSELS—*continued.*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
Ireland—*cont^d.*	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Tralee	2	608	10	2,542	- -	- -	1	348
Waterford	32	8,796	61	17,208	3	357	4	1,197
Westport	4	783	4	1,022	—	—	—	—
Wexford	20	4,125	4	216	1	184	3	123
Total, Ireland	583	127,850	716	174,709	109	27,691	94	30,387
Isle of Man	10	1,327	24	3,068	6	853	22	2,758
Channel Islands	1,021	53,687	270	18,813	948	34,332	234	13,578

STEAM VESSELS.

Arundel	128	14,090	- -	- -	131	14,324	—	—
Bristol	39	9,806	17	3,357	23	6,135	17	3,379
Cardiff	58	23,835	11	3,015	113	57,154	18	4,304
Dartmouth	- -	- -	- -	- -	1	16	—	—
Dover	406	66,512	594	70,309	10	1,108	269	33,353
Falmouth	- -	- -	- -	- -	1	575	—	—
Folkestone	709	124,910	- -	- -	704	124,453	—	—
Gloucester	- -	- -	1	218	—	—	—	—
Goole	260	52,340	- -	- -	262	52,590	—	—
Grimsby	136	49,558	36	15,008	141	51,188	35	14,808
Hartlepool	347	118,072	5	1,402	357	124,699	4	1,550
Harwich	284	93,159	- -	- -	283	92,621	—	—
Hull	1,064	392,343	146	48,030	1,059	386,840	154	50,952
Liverpool	788	722,571	72	36,926	659	648,101	77	38,584
Llanelly	1	116	- -	- -	1	116	—	—
Lowestoft	3	878	1	1,017	—	—	—	—
Middlesborough	53	12,603	- -	- -	63	17,005	1	225
Newcastle	336	123,667	7	3,065	372	147,748	19	7,202
Newhaven	686	98,703	- -	- -	680	97,822	—	—
Newport	15	4,813	- -	- -	36	15,527	2	1,148
Plymouth	1	59	14	3,557	—	—	—	—
Portsmouth	- -	- -	1	65	—	—	—	—
Ramsgate	- -	- -	- -	- -	- -	- -	1	145
Runcorn	4	764	- -	- -	3	654	—	—
Scarborough	- -	- -	1	45	—	—	—	—
Shields	9	4,199	- -	- -	9	3,481	—	—
Southampton	432	183,715	45	78,728	433	182,609	45	81,087
Stockton	2	864	- -	- -	1	462	—	—
Sunderland	147	62,524	42	16,814	170	74,516	40	15,975
Swansea	63	15,338	1	265	100	23,478	4	1,054
Whitehaven	- -	- -	- -	- -	2	354	—	—
Wisbeach	5	2,184	—	—	—	—	—	—
Yarmouth	- -	- -	- -	- -	1	672	—	—
London	2,143	781,828	514	185,198	1,724	597,195	499	178,584
Alloa	- -	- -	- -	- -	1	463	—	—
Ardrossan	- -	- -	- -	- -	11	3,245	—	—
Borrowstoness	- -	- -	- -	- -	- -	- -	1	356
Dundee	18	5,540	1	325	13	4,591	1	378
Glasgow	54	33,122	- -	- -	179	69,534	6	3,340
Grangemouth	30	7,742	29	7,727	39	10,471	30	8,052
Greenock	6	1,348	- -	- -	5	2,685	3	5,384
Leith	336	134,508	6	2,026	348	141,461	6	1,770
Montrose	1	311	—	—	—	—	—	—
Port Glasgow	- -	- -	- -	- -	1	315	1	270
Stornoway	- -	- -	- -	- -	1	311	—	—
Troon	- -	- -	- -	- -	1	441	—	—
Belfast	- -	- -	1	197	—	—	—	—
Cork	7	2,073	- -	- -	2	196	—	—
Dublin	78	22,273	—	—	—	—	—	—
Galway	3	4,957	- -	- -	3	3,263	—	—
Waterford	1	441	—	—	—	—	—	—
Wexford	2	382	- -	- -	4	752	—	—
Total	8,655	3,172,148	1,545	477,294	7,947	2,959,221	1,233	451,900
Isle of Man	—	—	—	—	—	—	—	—
Channel Islands	293	30,864	79	3,634	339	34,151	79	3,634

General Register and Record Office of Shipping and Seamen,
London, 26 May 1865.

John J. Mayo,
Registrar-General of Shipping and Seamen.

AGGREGATE RETURN of the Number and Tonnage of Vessels entered and cleared at each of the Ports of *Great Britain* and *Ireland, Isle of Man*, and *Channel Islands* (including their Repeated Voyages), in the Coasting, Colonial, and Foreign Trades, in the Year 1864; distinguishing British from Foreign Vessels.

	Inwards.								Outwards.								Total Inwards.				Total Outwards.			
	British.				Foreign.				British.				Foreign.				British.		Foreign.		British.		Foreign.	
	Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing and Steam Vessels.		Sailing and Steam Vessels.		Sailing and Steam Vessels.		Sailing and Steam Vessels.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	524	26,520	93	9,044	8	2,204	–	–	297	15,633	55	5,634	2	373	–	–	617	35,564	8	2,204	352	21,267	2	373
Arundel	462	41,746	229	20,737	22	2,494	–	–	137	7,012	322	23,638	4	280	–	–	691	62,483	22	2,494	459	30,650	4	280
Barnstaple	1,082	47,009	222	19,211	4	531	–	–	191	7,575	210	17,730	–	–	–	–	1,304	66,220	4	531	401	25,305	—	—
Beaumaris	1,640	79,386	539	218,149	7	1,666	–	–	321	18,976	338	144,638	2	515	–	–	2,179	297,535	7	1,666	659	163,614	2	515
Berwick	440	24,853	1	17	47	6,807	–	–	205	11,008	1	17	25	4,103	–	–	441	24,870	47	6,807	206	11,025	25	4,103
Bideford	777	36,598	101	6,855	3	472	–	–	109	5,482	101	6,868	–	–	–	–	878	43,453	3	472	210	12,350	—	—
Boston	616	31,203	38	3,316	31	3,748	–	–	287	15,591	30	2,643	18	2,377	–	–	654	34,519	31	3,748	317	18,234	18	2,377
Bridgwater	3,461	153,602	384	35,100	17	3,276	–	–	1,011	42,227	382	34,867	1	88	–	–	3,845	188,702	17	3,276	1,393	77,094	1	88
Bridport	100	9,319	–	–	9	964	–	–	33	2,820	–	–	9	964	–	–	100	9,319	9	964	33	2,820	9	964
Bristol	5,084	304,053	2,062	317,076	355	101,995	17	3,357	2,527	135,839	1,999	302,293	87	30,058	17	3,379	7,146	621,129	372	105,352	4,526	438,132	104	33,437
Caernarvon	1,639	87,294	122	19,961	4	376	–	–	325	25,250	11	1,562	3	79	–	–	1,761	107,255	4	376	326	26,812	3	79
Cardiff	2,962	298,801	526	92,182	1,599	348,457	11	3,015	8,218	917,346	1,130	250,183	2,472	610,699	19	4,719	3,488	390,983	1,610	351,472	9,348	1,167,529	2,491	615,418
Cardigan	581	15,712	–	–	–	–	–	–	45	1,399	–	–	–	–	–	–	581	15,712	–	–	45	1,399	—	—
Carlisle	105	8,747	233	52,040	6	2,863	–	–	349	21,113	240	52,812	5	2,417	–	–	338	60,787	6	2,863	589	73,925	5	2,417
Chepstow	372	13,807	–	–	–	–	–	–	260	10,736	–	–	–	–	–	–	372	13,807	–	–	260	10,736	—	—
Chester	1,251	65,093	142	8,298	2	439	–	–	1,162	59,672	127	7,258	11	1,511	–	–	1,393	73,391	2	439	1,289	66,930	11	1,511
Colchester	679	50,166	–	–	14	1,361	–	–	276	12,731	–	–	11	1,156	–	–	679	50,166	14	1,361	276	12,731	11	1,156
Cowes	669	45,388	–	–	14	1,884	–	–	217	6,239	–	–	25	2,305	–	–	669	45,388	14	1,884	217	6,239	25	2,305
Dartmouth	685	41,687	81	3,483	5	1,032	–	–	264	11,662	81	3,501	1	396	–	–	766	45,170	5	1,032	345	15,163	1	396
Deal	174	12,280	–	–	18	1,253	–	–	92	5,249	–	–	13	879	–	–	174	12,280	18	1,253	92	5,249	13	879
Dover	488	47,611	407	66,566	92	9,385	594	70,309	148	9,077	10	1,108	65	4,481	269	33,353	895	114,177	686	79,694	158	10,185	334	37,834
Exeter	519	55,129	–	–	34	5,111	–	–	137	8,174	–	–	10	1,857	–	–	519	55,129	34	5,111	137	8,174	10	1,857
Falmouth	753	51,065	112	46,446	57	8,656	–	–	286	19,966	1	575	19	4,193	–	–	865	97,511	57	8,656	287	20,541	19	4,193
Faversham	1,653	127,298	–	–	1	77	–	–	963	40,223	–	–	4	241	–	–	1,653	127,298	1	77	963	40,223	4	241
Fleetwood	489	49,324	419	139,659	8	2,042	–	–	208	21,317	418	139,386	3	593	–	–	908	188,983	8	2,042	626	160,703	3	593
Folkestone	492	34,349	709	124,910	6	768	–	–	9	384	704	124,453	4	558	–	–	1,201	159,259	6	768	713	124,837	4	558
Fowey	1,054	71,962	13	3,394	76	7,467	–	–	744	55,676	8	981	133	11,559	–	–	1,067	75,356	76	7,467	752	56,657	133	11,559
Gainsborough	169	8,292	–	–	8	791	–	–	281	12,865	–	–	2	180	–	–	169	8,292	8	791	281	12,865	2	180
Gloucester	1,199	98,218	37	2,137	313	70,117	1	218	3,858	138,262	45	2,627	51	12,004	–	–	1,236	100,355	314	70,335	3,903	140,889	51	12,004
Goole	1,636	85,671	386	71,533	20	1,932	–	–	1,506	76,901	414	74,848	16	1,424	–	–	2,022	157,204	20	1,932	1,920	151,749	16	1,424
Grimsby	236	49,868	136	49,558	472	88,410	36	15,008	482	61,566	141	51,188	405	81,842	35	14,808	372	99,426	508	103,418	623	112,754	440	96,650
Hartlepool	1,131	177,437	365	124,383	965	112,083	5	1,402	6,409	875,153	512	163,637	1,353	151,601	5	1,816	1,496	301,820	970	113,485	6,921	1,038,790	1,358	153,417
Harwich	551	41,283	284	93,159	52	3,799	–	–	398	19,197	283	92,621	61	3,480	–	–	835	134,442	52	3,799	681	111,818	61	3,480
Hayle (three months)	297	29,802	25	4,879	5	638	–	–	134	13,115	25	4,879	3	525	–	–	322	34,681	5	638	159	17,994	3	525
Hull	1,181	167,357	1,657	492,744	1,130	192,503	146	48,030	1,008	141,647	1,718	500,887	944	161,842	154	50,952	2,838	660,101	1,276	240,533	2,726	642,534	1,098	212,794
Ipswich	1,085	89,580	61	8,144	126	14,312	–	–	828	47,180	54	7,528	86	8,548	–	–	1,146	97,724	126	14,312	882	54,708	86	8,548
Lancaster	1,097	69,337	468	108,023	23	4,641	–	–	1,881	139,852	457	104,016	5	1,779	–	–	1,565	177,360	23	4,641	2,338	243,868	5	1,779
Liverpool	7,457	1,765,656	4,276	1,860,518	1,190	507,163	72	36,926	7,611	1,747,488	4,095	1,750,072	1,134	478,187	77	38,584	11,733	3,626,174	1,262	544,089	11,706	3,497,560	1,211	516,771
Llanelly	1,588	128,159	103	10,035	449	32,332	–	–	2,686	216,346	99	9,527	472	33,959	–	–	1,691	138,194	449	32,332	2,785	225,873	472	33,959
Lowestoft	834	77,627	37	9,752	69	11,205	1	1,017	240	14,821	1	533	29	5,355	–	–	871	87,379	70	12,222	241	15,354	29	5,355
Lyme	121	7,867	3	111	1	102	–	–	32	1,788	–	–	–	–	–	–	124	7,978	1	102	32	1,788	—	—
Lynn	1,126	99,626	76	8,180	69	5,823	–	–	473	31,053	77	8,311	20	1,929	–	–	1,202	107,806	69	5,823	550	39,364	20	1,929
Maldon	1,133	75,422	–	–	10	1,058	–	–	1,081	44,767	–	–	9	990	–	–	1,133	75,422	10	1,058	1,081	44,767	9	990
Maryport	375	32,111	2	118	3	485	–	–	3,180	284,945	2	118	5	739	–	–	377	32,229	3	485	3,182	285,063	5	739
Middlesborough	671	70,277	162	46,315	324	27,256	–	–	2,393	223,551	225	61,248	508	50,281	1	225	833	116,592	324	27,256	2,618	284,799	509	50,506
Milford	802	36,879	535	163,205	5	1,425	–	–	1,187	46,718	368	104,388	2	185	–	–	1,337	200,084	5	1,425	1,555	151,106	2	185
Newcastle	3,784	524,157	963	285,186	2,350	373,603	8	3,887	11,757	1,888,072	1,961	810,154	3,778	639,365	19	7,202	4,747	809,343	2,358	376,990	13,618	2,698,226	3,797	646,567
Newhaven	381	48,021	686	98,703	41	2,680	–	–	131	5,465	680	97,822	35	1,897	–	–	1,067	146,724	41	2,680	811	103,287	35	1,897
Newport	2,054	172,066	491	59,609	282	67,144	–	–	7,119	545,345	367	71,041	366	106,676	2	1,148	2,545	231,675	282	67,144	7,486	616,386	368	107,824
Padstow	780	36,905	40	3,840	5	1,289	–	–	286	13,989	40	3,840	3	690	–	–	820	40,745	5	1,289	326	17,829	3	690
Penzance	1,914	168,009	284	45,925	78	9,154	–	–	660	58,480	206	22,996	50	7,209	–	–	2,198	213,934	78	9,154	866	81,476	50	7,209
Plymouth	2,996	264,775	520	209,768	152	24,076	14	3,557	1,485	111,371	440	183,842	82	14,127	–	–	3,516	474,543	166	27,633	1,925	295,213	82	14,127
Poole	571	48,140	1	174	32	7,287	–	–	260	15,159	–	–	35	8,104	–	–	572	48,314	32	7,287	260	15,159	35	8,104
Portsmouth	1,281	136,068	2	1,174	105	13,154	1	65	772	25,766	–	–	85	11,205	–	–	1,283	137,242	106	13,219	772	25,766	85	11,205
Preston	452	26,602	–	–	9	877	–	–	544	30,787	–	–	5	474	–	–	452	26,602	9	877	544	30,787	5	474
Ramsgate	327	27,558	–	–	6	478	–	–	50	4,461	–	–	1	10	1	145	327	27,558	6	478	50	4,461	2	155
Rochester	2,956	303,599	15	3,838	58	8,104	–	–	1,470	57,149	–	–	44	4,514	–	–	2,971	307,437	58	8,104	1,470	57,149	44	4,514
Runcorn	1,207	78,576	4	764	26	3,085	–	–	3,007	189,977	4	845	75	8,166	–	–	1,211	79,340	26	3,085	3,011	190,822	75	8,166
Rye	527	40,467	–	–	27	2,643	–	–	52	3,139	–	–	14	1,735	–	–	527	40,467	27	2,643	52	3,139	14	1,735
Scarborough	369	20,716	–	–	11	1,095	1	45	33	1,454	–	–	–	–	–	–	369	20,716	12	1,140	33	1,454	—	—
Scilly	60	3,274	131	8,646	4	707	–	–	61	2,750	132	8,987	1	140	–	–	191	11,920	4	707	193	11,737	1	140
Shields	1,278	224,115	57	25,870	484	68,162	–	–	1,539	207,163	112	39,139	252	22,683	–	–	1,335	249,985	484	68,162	1,651	246,302	252	22,688
Shoreham	640	94,221	–	–	314	20,719	–	–	135	8,701	–	–	301	18,955	–	–	640	94,221	314	20,719	135	8,701	301	18,95
Southampton	1,618	170,456	882	320,945	371	27,531	46	79,116	723	35,596	763	254,989	333	21,230	45	81,087	2,500	491,401	417	106,647	1,486	290,585	378	102,31
Stockton	295	24,042	67	17,536	79	9,610	–	–	148	11,421	55	17,283	12	1,573	–	–	362	41,578	79	9,610	203	28,704	12	1,57
Sunderland	2,289	327,763	204	83,987	1,016	134,047	42	16,814	11,599	1,638,011	1,047	446,525	1,206	172,353	40	15,975	2,493	411,750	1,058	150,861	12,646	2,084,536	1,246	188,32
Swansea	4,278	390,648	532	101,744	1,347	170,803	1	265	6,828	625,028	537	97,318	1,565	214,091	4	1,054	4,810	492,392	1,348	171,068	7,465	722,346	1,569	215,14
Teignmouth	604	53,097	–	–	22	2,671	–	–	156	10,835	–	–	26	2,898	–	–	604	53,097	22	2,671	156	10,835	26	2,8
Truro	831	68,246	42	9,249	63	16,763	–	–	465	42,072	44	9,483	51	14,368	–	–	873	77,495	63	16,763	509	51,555	51	14,36
Wells	573	30,008	–	–	28	1,902	–	–	276	14,883	–	–	4	238	–	–	573	30,008	28	1,902	276	14,883	4	2

(continued

	Inwards.								Outwards.								Total Inwards.				Total Outwards.			
	British.				Foreign.				British.				Foreign.				British.		Foreign.		British.		Foreign.	
	Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing and Steam Vessels.		Sailing and Steam Vessels.		Sailing and Steam Vessels.		Sailing and Steam Vessels.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
England—*cont*[d].																								
Weymouth	380	27,517	142	22,022	16	2,202	–	–	67	2,838	143	21,994	11	1,384	–	–	522	49,539	16	2,202	210	24,832	11	1,384
Whitby	629	28,813	42	752	3	297	–	–	98	8,308	–	–	1	43	–	–	671	29,565	3	297	98	8,308	1	43
Whitehaven	743	33,620	239	47,494	13	1,932	–	–	3,980	285,339	416	101,489	14	1,695	–	–	982	81,114	13	1,932	4,396	386,828	14	1,695
Wisbeach	376	33,433	75	8,195	76	12,294	–	–	171	11,079	56	4,626	47	7,666	–	–	451	41,628	76	12,294	227	15,705	47	7,666
Woodbridge	417	23,929	–	–	4	321	–	–	312	16,000	–	–	3	287	–	–	417	23,929	4	321	312	16,000	3	287
Workington	119	8,007	26	1,536	–	–	–	–	1,252	109,208	27	1,626	1	88	–	–	145	9,543	–	–	1,279	110,834	1	88
Yarmouth	1,518	127,973	205	40,835	106	16,221	–	–	606	38,380	204	41,477	70	9,894	–	–	1,723	168,808	106	16,221	810	79,857	70	9,894
London	16,449	2,922,509	5,824	2,349,291	3,603	878,951	514	185,198	8,620	1,334,110	3,586	1,310,891	2,792	666,170	499	178,584	22,273	5,271,800	4,117	1,064,149	12,206	2,645,001	3,291	844,754
Total, England	104,136	11,427,801	26,520	7,986,321	18,404	3,471,205	1,510	467,729	119,151	12,977,928	25,504	7,602,942	19,295	3,636,460	1,187	433,031	130,656	19,414,122	19,914	3,938,934	144,655	20,580,870	20,482	4,069,491
Scotland:																								
Aberdeen	1,445	160,210	482	146,430	143	19,436	–	–	719	70,265	482	147,321	52	9,873	–	–	1,927	306,640	143	19,436	1,201	217,586	52	9,873
Alloa	83	8,825	–	–	89	12,711	–	–	135	12,638	1	463	323	35,042	–	–	83	8,825	89	12,711	136	13,101	323	35,042
Arbroath	465	36,564	–	–	21	2,700	–	–	228	17,290	–	–	6	868	–	–	465	36,564	21	2,700	228	17,290	6	868
Ardrossan	262	29,285	266	46,753	9	934	–	–	2,030	209,267	315	59,118	155	26,238	–	–	528	76,038	9	934	2,345	268,385	155	26,238
Ayr	268	16,866	87	13,020	5	595	–	–	1,661	112,369	87	13,012	4	468	–	–	355	29,886	5	595	1,748	125,381	4	468
Banff	384	22,954	21	5,043	60	4,152	–	–	271	16,927	–	–	37	2,138	–	–	405	27,997	60	4,152	271	16,927	37	2,138
Borrowstoness	138	10,057	–	–	125	12,122	–	–	778	67,675	1	216	802	75,582	1	356	138	10,057	125	12,122	779	67,891	803	75,938
Campbeltown	475	18,045	238	33,426	22	2,240	–	–	162	6,544	244	34,194	–	–	–	–	713	51,471	22	2,240	406	40,738	—	—
Dumfries	657	21,274	68	14,615	5	695	–	–	248	9,452	70	16,258	2	269	–	–	725	35,889	5	695	318	25,710	2	269
Dundee	1,630	185,775	225	74,640	209	35,947	1	325	538	62,997	222	73,334	149	25,729	1	378	1,855	260,415	210	36,272	760	136,331	150	26,107
Glasgow	1,339	206,164	1,819	542,737	160	39,124	–	–	3,059	380,843	2,079	627,537	139	40,064	7	3,790	3,158	748,901	160	39,124	5,138	1,008,380	146	43,854
Grangemouth	294	31,483	225	65,941	416	55,152	29	7,727	244	28,741	237	70,390	400	55,607	30	8,052	519	97,424	445	62,879	481	99,131	430	63,659
Greenock	1,160	206,430	662	116,715	95	27,843	2	1,606	543	132,861	482	75,144	36	13,543	3	5,384	1,822	323,145	97	29,449	1,025	208,005	39	18,927
Inverness	1,521	92,368	472	68,394	72	6,646	–	–	1,304	74,796	465	60,224	68	5,276	–	–	1,993	160,762	72	6,646	1,769	144,020	68	5,276
Kirkaldy	383	31,902	150	12,900	156	12,912	–	–	1,072	76,715	144	12,404	470	40,404	–	–	533	44,802	156	12,912	1,216	89,119	470	40,404
Kirkwall	232	14,896	280	23,537	5	600	–	–	166	10,618	282	23,858	4	260	–	–	512	38,533	5	600	448	34,476	4	260
Leith	1,061	103,774	854	338,453	1,177	130,189	6	2,026	600	63,032	873	347,481	200	33,732	6	1,770	1,915	442,227	1,183	132,215	1,473	410,513	206	35,502
Lerwick	90	6,814	50	17,529	32	2,111	–	–	57	4,444	60	17,547	31	2,280	–	–	140	24,143	32	2,111	107	21,991	31	2,280
Montrose	801	70,617	6	626	147	27,609	–	–	541	49,153	5	315	140	27,007	–	–	807	71,243	147	27,609	546	49,468	140	27,007
Perth	172	11,653	–	–	28	2,792	–	–	152	10,165	–	–	6	637	–	–	172	11,653	28	2,792	152	10,165	6	637
Peterhead	432	29,231	1	153	69	4,483	–	–	397	25,116	1	153	68	4,287	–	–	433	29,384	69	4,483	398	25,269	68	4,287
Port Glasgow	79	35,259	2	624	6	3,192	–	–	59	27,197	2	832	–	–	1	270	81	35,883	6	3,192	61	28,029	1	270
Stornoway	133	6,964	89	22,855	9	1,072	–	–	108	5,615	89	22,855	2	85	–	–	222	29,819	9	1,072	197	28,470	2	85
Stranraer	468	17,043	133	21,069	2	360	–	–	168	6,119	150	23,448	–	–	–	–	601	38,112	2	360	318	29,597	—	—
Troon	173	14,217	–	–	9	1,860	–	–	2,759	226,100	22	1,684	137	32,391	–	–	173	14,217	9	1,860	2,781	227,784	137	32,391
Wick	640	39,782	419	50,025	95	4,854	–	–	444	26,345	439	56,059	108	5,707	–	–	1,059	85,807	95	4,854	883	82,404	108	5,707
Wigtown	554	18,452	41	11,704	–	–	–	–	370	12,047	48	13,692	–	–	–	–	595	30,156	–	–	418	25,739	—	—
Total, Scotland	15,339	1,442,744	6,590	1,627,269	3,166	412,331	38	11,684	18,813	1,745,361	6,790	1,706,539	3,339	437,487	49	20,000	21,929	3,070,013	3,204	424,015	25,603	3,451,900	3,388	457,487
Ireland:																								
Ballina	64	5,032	11	764	–	–	–	–	89	6,610	4	452	–	–	–	–	75	5,796	–	–	93	7,062	—	—
Belfast	5,410	441,558	1,704	543,871	205	39,301	1	197	686	62,674	1,687	538,213	43	11,505	1	197	7,114	985,429	206	39,498	2,373	600,887	44	11,702
Coleraine	179	11,908	230	54,135	4	646	–	–	16	639	145	33,952	1	260	–	–	409	66,043	4	646	161	34,591	1	260
Cork	1,825	186,481	441	200,965	143	44,183	–	–	1,120	87,367	421	193,642	11	3,127	–	–	2,266	387,446	143	44,183	1,541	281,009	11	3,127
Drogheda	479	40,640	251	80,118	6	718	–	–	159	12,077	300	94,773	–	–	–	–	730	120,758	6	718	459	106,850	—	—
Dublin	6,217	566,353	1,521	557,333	127	34,031	–	–	2,276	152,489	1,721	646,606	62	17,858	–	–	7,738	1,123,686	127	34,031	3,997	799,095	62	17,858
Dundalk	716	54,417	207	88,581	3	573	–	–	129	8,995	208	89,096	–	–	–	–	923	142,998	3	573	337	98,091	—	—
Galway	97	13,393	6	6,114	10	4,019	–	–	90	9,951	4	5,000	2	1,780	–	–	103	19,507	10	4,019	94	14,951	2	1,780
Limerick	272	36,822	118	38,922	58	17,881	–	–	226	25,488	118	38,569	11	3,237	–	–	390	75,744	58	17,881	344	64,057	11	3,237
Londonderry	784	81,138	476	135,292	53	13,413	–	–	272	28,619	430	124,996	8	1,499	–	–	1,260	216,430	53	13,413	702	153,615	8	1,499
Newry	1,011	76,408	293	64,743	42	6,883	–	–	202	13,179	267	61,583	8	1,003	–	–	1,304	141,151	42	6,883	469	74,762	8	1,003
Ross	235	21,179	326	27,384	6	1,627	–	–	76	7,486	326	27,384	–	–	–	–	561	48,563	6	1,627	402	34,870	—	—
Skibbereen	224	12,963	–	–	3	913	–	–	132	8,324	–	–	2	674	–	–	224	12,963	3	913	132	8,324	2	674
Sligo	215	18,118	164	38,368	15	3,586	–	–	147	7,655	169	38,452	–	–	–	–	379	56,486	15	3,586	316	46,107	—	—
Strangford	494	28,315	–	–	–	–	–	–	202	10,233	–	–	–	–	–	–	494	28,315	–	–	202	10,233	—	—
Tralee	123	8,648	69	24,942	11	2,890	–	–	56	4,308	–	–	1	348	–	–	192	33,590	11	2,890	56	4,308	1	348
Waterford	1,019	91,386	733	258,876	63	17,970	–	–	617	45,299	696	241,211	7	2,464	–	–	1,752	350,262	63	17,970	1,313	286,510	7	2,464
Westport	79	5,452	4	772	4	1,022	–	–	103	7,364	4	572	1	260	–	–	83	6,224	4	1,022	107	7,936	1	260
Wexford	649	44,890	114	28,263	4	216	–	–	290	16,969	116	28,030	3	123	–	–	763	73,153	4	216	406	44,999	3	123
Total, Ireland	20,092	1,745,101	6,668	2,149,443	757	189,872	1	197	6,888	515,726	6,616	2,162,531	160	44,138	1	197	26,760	3,894,544	758	190,069	13,504	2,678,257	161	44,335
Isle of Man	1,571	97,234	130	26,793	24	3,068	—	—	772	53,446	109	22,621	22	2,758	–	–	1,701	124,027	24	3,068	881	76,067	22	2,758
*Channel Islands	1,044	56,810	293	30,864	270	18,813	79	3,634	1,002	41,453	339	34,151	234	13,578	79	3,634	1,337	87,674	349	22,447	1,341	75,604	313	17,212

* *Note.*—Voyages between the United Kingdom and the Channel Islands are not included, being accounted for at the several ports of Great Britain and Ireland where the vessels entered and cleared.

General Register and Record Office of Shipping and Seamen,
London, 26 May 1865.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the PORTS of the COLONIES of the United Kingdom respectively, distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1864:—A similar RETURN of STEAM VESSELS and their TONNAGE.

	Sailing Vessels.				Steam Vessels.			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
EUROPE:								
Malta	56	972	114	27,950	—	—	—	—
Gibraltar	29	737	40	10,774	2	33	3	681
AFRICA:								
Sierra Leone	27	514	12	1,948	1	38	—	—
Bathurst	15	386	13	1,627	—	—	—	—
Cape of Good Hope	17	538	54	12,658	-	-	3	332
Mauritius	73	2,310	90	25,198	-	-	2	154
ASIA:								
Bombay	4	102	142	37,532	1	38	13	2,313
Calcutta	-	-	115	74,008	1	22	28	4,870
Cochin	-	-	35	10,542	—	—	—	—
Coringa	-	-	5	1,415	—	—	—	—
Madras	-	-	10	2,051	—	—	—	—
Penang	1	40	35	7,422	—	—	—	—
Singapore	26	917	140	44,472	-	-	1	56
Ceylon	209	6,962	168	12,773	-	-	1	266
Moulmein	-	-	4	1,652	—	—	—	—
Hong Kong	-	-	20	7,544	-	-	9	3,350
AUSTRALIA:								
Sydney	211	5,563	280	47,642	21	500	50	9,695
Melbourne	143	3,863	315	51,713	13	360	16	1,608
Hobart Town	92	2,445	93	16,729	1	29	5	900
Launceston	26	676	10	1,646	1	46	5	733
Adelaide	29	751	51	10,624	4	143	10	1,424
Fremantle	21	435	4	710	2	36	—	—
New Zealand	258	6,070	65	8,570	5	125	13	1,391
AMERICA (BRITISH NORTHERN COLONIES):								
Newfoundland	855	26,537	557	58,592	1	34	3	442
Canada	383	12,842	636	117,228	41	1,290	114	25,273
New Brunswick	360	9,588	567	218,497	13	361	18	4,779
Nova Scotia and Cape Breton.	1,934	54,154	1,703	305,222	4	143	7	1,369
Prince Edward Island	140	4,089	228	41,901	-	-	3	848
BRITISH WEST INDIES:								
Antigua	49	698	7	441	—	—	—	—
Barbadoes	18	536	42	7,004	—	—	—	—
Dominica	9	151	1	59	—	—	—	—
Grenada	34	502	2	186	—	—	—	—
Jamaica	90	2,231	56	7,923	-	-	1	283
Montserrat	-	-	3	171	—	—	—	—
Nevis	2	29	—	—	—	—	—	—
St. Christopher	16	281	15	1,872	—	—	—	—
St. Lucia	7	189	1	250	—	—	—	—
St. Vincent	40	594	4	599	—	—	—	—
Tobago	1	13	1	57	—	—	—	—
Tortola	13	123	4	376	—	—	—	—
Trinidad	49	789	6	566	—	—	—	—
Bahamas	368	7,493	273	43,583	1	26	18	5,355
Bermuda	9	304	50	8,380	-	-	2	501
Demerara	36	987	11	978	—	—	—	—
Berbice	17	300	2	133	—	—	—	—
Ruatan	16	207	1	183	—	—	—	—
Belize	34	717	7	614	—	—	—	—

General Register and Record Office of Shipping and Seamen,
London, 26 May 1865.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of the Number and Tonnage of New Vessels Built in the United Kingdom, and at each of the British Possessions respectively (distinguishing Timber from Iron, and Steam from Sailing Vessels), and Registered as British Ships, in the Year 1864.

	Sailing Vessels.				Steam Vessels.			
	Timber.		Iron.		Timber.		Iron.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
United Kingdom:								
England	586	110,424	113	86,334	26	966	202	97,174
Scotland	121	35,136	34	32,174	5	1,371	132	56,812
Ireland	6	1,223	7	7,208	1	56	8	2,995
Total for United Kingdom	713	146,783	154	125,716	32	2,393	342	156,981
British Possessions:								
Channel Islands	38	8,782	—	—	—	—	—	—
Malta	3	1,517	—	—	—	—	—	—
North American Provinces	604	188,332	-	-	18	5,659	—	—
West Indies	43	1,270	—	—	—	—	—	—
Australia and New Zealand	76	4,690	-	-	10	1,368	4	174
East Indies and Singapore	13	1,289	-	-	-	-	1	115
Ceylon	2	34	—	—	—	—	—	—
Cape of Good Hope	1	18	—	—	—	—	—	—
River Gambia (Bathurst)	2	54	—	—	—	—	—	—
Sierra Leone	3	43	—	—	—	—	—	—
Total for British Possessions	785	206,029	-	-	28	7,027	5	289
Total for United Kingdom and British Possessions	1,498	352,812	154	125,716	60	9,420	347	157,270

General Register and Record Office of Shipping and Seamen, London, 26 May 1865.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of the Number of Vessels, with their Tonnage (distinguishing Timber from Iron, and Steam from Sailing Vessels), that were Registered in the United Kingdom as new Ships in the Year 1864.

	Timber.		Iron.	
	Vessels.	Tons.	Vessels.	Tons.
Sailing Vessels	980	318,702	157	126,921
Steam Vessels	34	2,682	347	158,976
Total	1,014	321,384	504	285,897

Note.—This Return includes Vessels bought of Foreigners.

General Register and Record Office of Shipping and Seamen, London, 26 May 1865.

John J. Mayo, Registrar General of Shipping and Seamen.

A RETURN of Vessels Sold and Transferred in the United Kingdom, in the Year 1864, distinguishing Steam from Sailing Vessels.

	Vessels.	Tons.
Sailing Vessels	1,267	286,903
Steam Vessels	255	91,080
Total	1,522	377,983

General Register and Record Office of Shipping and Seamen, London, 26 May 1865.

John J. Mayo, Registrar General of Shipping and Seamen.

A RETURN of Vessels Wrecked in the Year 1864, belonging to the United Kingdom.

	Vessels.	Tons.
Sailing Vessels	639	164,659
Steam Vessels	29	11,104
Total	668	175,763

General Register and Record Office of Shipping and Seamen, London, 26 May 1865.

John J. Mayo, Registrar General of Shipping and Seamen.

A RETURN of Vessels Broken up in the Year 1864, belonging to the United Kingdom.

	Vessels.	Tons.
Sailing Vessels	78	6,703
Steam Vessels	27	3,870
Total	105	10,573

General Register and Record Office of Shipping and Seamen, London, 26 May 1865.

John J. Mayo, Registrar General of Shipping and Seamen.

A RETURN of the Number of Colonial-built Vessels, and their Tonnage, Registered at each of the Ports of the United Kingdom, in the Year 1864; distinguishing the Number and Tonnage of each Colony respectively.

	Canada.		New Brunswick.		Nova Scotia and Cape Breton.		Prince Edward Island.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
London	3	2,801	2	1,346	–	–	–	–
Aberystwith	1	407	–	–	–	–	–	–
Bridport	–	–	2	2,258	–	–	–	–
Liverpool	5	4,416	23	25,062	1	1,184	2	406
Newport	–	–	–	–	–	–	1	205
Plymouth	–	–	–	–	–	–	3	583
Sunderland	–	–	–	–	1	131	–	–
Glasgow	6	5,936	–	–	–	–	–	–
Westport	–	–	1	359	2	381	–	–
Total	15	13,560	28	29,025	4	1,696	6	1,194

General Register and Record Office of Shipping and Seamen,
London, 26 May 1865.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of the Number of Foreign-built Vessels, and their Tonnage, Registered at each of the Ports of the United Kingdom, in the Year 1864.

	Vessels.	Tons.		Vessels.	Tons.
London	54	38,487	Shields, South	3	1,374
Beaumaris	1	141	Sunderland	3	1,102
Bristol	1	576	Swansea	2	785
Cardiff	2	637	Teignmouth	1	158
Cowes	1	868	Truro	1	196
Dover	5	329	Whitby	1	237
Folkstone	1	187			
Fowey	1	79	Aberdeen	1	1,113
Goole	1	81	Ardrossan	2	710
Hartlepool	4	360	Ayr	1	797
Hull	3	461	Banff	1	103
Ipswich	1	202	Glasgow	4	2,499
Liverpool	78	62,539	Greenock	1	568
Lyme	1	65	Inverness	2	143
Maryport	1	383	Leith	1	61
Middlesborough	6	577	Montrose	1	318
Newcastle	4	3,176	Peterhead	1	124
Newport	1	1,153	Troon	1	747
Penzance	2	108	Wick	2	110
Poole	1	144			
Rochester	1	102	Cork	2	611
Scarborough	3	1,776	Galway	1	192
Scilly	1	58	Londonderry	2	1,455
Shields	8	2,869	Total	216	128,761

General Register and Record Office of Shipping and Seamen,
London, 26 May 1865.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of the SHIPPING employed in the Trade of the United Kingdom, exhibiting the Number and Tonnage of Vessels that entered Inwards and cleared Outwards (including their repeated Voyages), separating British from Foreign Vessels, also Steam from Sailing Vessels, and distinguishing the Trade with each Country, in the Year 1864.

COUNTRIES.		INWARDS.				OUTWARDS.			
		BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Russia	Steam	198	118,788	11	8,970	196	118,723	12	11,486
	Sailing	2,151	482,728	1,694	374,101	1,554	347,892	964	201,773
Sweden	Steam	101	46,598	36	10,942	79	38,360	32	9,671
	Sailing	355	66,188	2,316	451,796	278	51,239	1,719	328,685
Norway	Steam	50	15,509	18	6,638	51	16,532	45	12,140
	Sailing	354	22,529	2,764	458,854	195	19,264	2,714	481,549
Denmark	Steam	141	70,879	10	3,015	107	44,691	22	7,258
	Sailing	179	28,154	1,611	134,455	708	121,763	4,315	507,473
Prussia	Steam	233	106,881	35	13,474	195	89,344	35	12,756
	Sailing	966	151,364	1,487	264,969	780	132,055	1,126	209,611
Germany	Steam	931	366,378	261	169,653	942	369,491	210	88,639
	Sailing	1,486	274,047	1,414	185,372	1,417	251,165	1,394	162,886
Holland	Steam	1,407	454,103	253	73,682	1,249	387,674	227	67,103
	Sailing	1,167	167,811	1,179	147,367	983	134,368	481	38,641
Belgium	Steam	705	187,699	464	81,146	659	176,870	378	66,996
	Sailing	629	74,347	564	117,494	485	41,204	70	9,928
Channel Islands	Steam	522	93,398	—	- -	522	93,910	—	—
	Sailing	1,185	121,167	44	4,666	775	60,268	1	112
France	Steam	3,878	857,131	323	49,273	3,483	785,539	74	25,844
	Sailing	4,522	570,236	5,409	536,258	4,674	573,830	4,542	345,421
Portugal	Steam	144	63,595	9	2,972	167	65,547	8	2,374
	Sailing	1,078	146,876	174	24,757	551	85,174	308	56,375
Spain	Steam	106	44,311	120	53,954	72	30,105	123	55,549
	Sailing	904	178,153	495	117,402	1,279	250,357	941	193,605
Gibraltar	Steam	45	30,057	—	- -	63	38,408	2	681
	Sailing	30	8,238	13	3,200	282	45,722	33	10,637
Italian States	Steam	141	103,112	—	- -	161	129,144	9	6,276
	Sailing	404	71,546	415	111,521	779	202,212	1,225	352,668
Malta	Steam	3	1,779	—	- -	27	28,916	—	—
	Sailing	28	10,390	9	2,511	210	69,076	129	42,836
Ionian Islands	Steam	27	15,701	—	- -	5	2,955	—	—
	Sailing	37	6,647	11	3,399	47	10,878	38	13,265
Greece	Steam	4	2,887	—	- -	3	1,717	—	—
	Sailing	47	7,344	13	2,690	30	6,867	27	7,579
Turkey	Steam	74	73,473	1	357	71	72,163	1	19
	Sailing	317	84,548	265	80,494	258	64,800	254	76,441
Wallachia and Moldavia	Steam	—	- -	—	- -	1	467	—	—
	Sailing	52	11,519	113	25,552	32	6,189	21	4,056
Syria	Steam	—	- -	—	- -	2	2,040	—	—
	Sailing	12	2,944	1	142	13	3,544	13	3,002
Africa	Steam	211	214,780	2	1,848	194	193,525	9	3,569
	Sailing	603	174,073	197	57,303	899	310,392	504	154,476
Asia	Steam	14	19,942	—	- -	42	25,454	1	564
	Sailing	1,334	1,065,384	140	100,987	1,681	1,386,571	187	107,093
America:									
British Northern Colonies	Steam	47	58,620	—	- -	51	64,411	—	—
	Sailing	1,646	956,851	356	184,694	1,077	573,591	104	45,301
British West Indies	Steam	28	20,967	2	1,606	87	34,103	1	450
	Sailing	896	271,567	93	30,936	922	292,106	81	26,718
Foreign West Indies	Steam	27	47,143	—	- -	49	65,852	1	200
	Sailing	380	124,975	308	82,988	487	178,948	514	159,263
United States	Steam	242	345,384	2	1,370	230	337,275	45	81,087
	Sailing	371	257,327	484	394,325	417	321,180	385	401,135
Central and Southern States	Steam	44	48,159	—	- -	38	41,619	1	369
	Sailing	744	274,154	374	109,778	957	368,838	363	121,731
Falkland Islands	Steam	—	—	—	—	—	—	—	—
	Sailing	4	949	—	- -	4	1,284	1	632
Whale Fisheries	Steam	6	2,314	—	- -	7	2,671	—	—
	Sailing	23	6,456	—	- -	18	5,292	—	—
TOTAL		31,233	9,028,100	23,490	4,486,911	30,545	9,173,575	23,690	4,515,923

General Register and Record Office of Shipping and Seamen,
London, 26 May 1865.

John J. Mayo,
Registrar General of Shipping and Seamen.

SHIPPING.

RETURNS of the Number and Tonnage of SAILING and STEAM VESSELS Registered at each Port of the United Kingdom, &c.; SHIPPING Entered and Cleared; SHIPS Built, Registered, &c.—(In continuation of Parliamentary Paper, No. 337, of Sess. 1864.)

(*Mr. Ingham.*)

Ordered, by The House of Commons, *to be Printed*,
1 June 1865.

331.

Under 3 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 18 May 1865;—*for*,

A RETURN "showing the Number of VESSELS and TONNAGE entered Inwards and cleared Outwards at each of the Twelve principal Ports of the United Kingdom; also, the Official and Declared Value of IMPORTS and EXPORTS for each of the said Ports, during the Year 1864 (in continuation of Parliamentary Paper, No. 419, of Session 1864)."

RETURN showing the Number of VESSELS and TONNAGE entered Inwards and cleared Outwards at each of the Twelve principal Ports of the United Kingdom, during the Year 1864.

PORTS.	ENTERED INWARDS.		CLEARED OUTWARDS.	
	Vessels.	Tons.	Vessels.	Tons.
London	11,206	3,359,782	7,696	2,421,421
Liverpool	4,967	2,698,522	4,673	2,652,934
Hull	2,945	758,953	2,258	625,929
Bristol	867	232,027	250	71,185
Newcastle	4,442	842,234	7,808	1,628,517
Southampton	1,258	368,598	1,144	359,911
Leith	1,884	329,133	650	208,629
Glasgow	561	186,272	908	351,936
Greenock	457	191,222	255	133,290
Dublin	437	117,203	131	43,307
Cork	258	73,718	61	15,519
Belfast	381	88,002	66	24,700
TOTAL	29,663	9,245,666	25,900	8,537,278

General Register and Record Office of Shipping and Seamen, Adelaide Place, London Bridge, 29 May 1865.

J. J. Mayo,
Registrar General.

STATEMENT regarding the Official and Declared Value of IMPORTS and EXPORTS for each of the Twelve principal Ports of the United Kingdom, during the Year 1864.

	Declared Value of British and Irish Produce and Manufactures Exported from the respective Ports to Foreign Countries and British Possessions Abroad, in the Year 1864.
	£.
London	36,554,913
Liverpool	72,748,031
Hull	16,052,398
Bristol	290,113
Newcastle	1,879,041
Southampton	4,726,513
Leith	1,765,441
Glasgow	7,604,426
Greenock	502,873
Dublin	34,540
Cork	137,435
Belfast	21,660
Aggregate of the Twelve Ports £.	142,317,384

Note.—The foregoing Statement, embracing a portion only of the information required by the Honourable House, is respectfully submitted as the best Return that can be made to their Order. The *Official* Value, whether of Imports or of Exports, is of necessity wholly excluded from it; this Value, which is obtained by calculation from certain fixed rates applied to the quantities of the various commodities, being computed only on the Importations and Exportations of the kingdom at large. *The Declared Value of British and Irish Produce and Manufactures Exported*, being collected from the merchants' entries, is ascertainable for each Port individually, and is accordingly exhibited.

Of the Trade carried on under Coasting Regulations between Port and Port of the United Kingdom there is no official record.

Office of the Inspector General of Imports and Exports, Custom House, London, 10 June 1865.

John A. Messenger.

VESSELS AND TONNAGE.

RETURN showing the Number of VESSELS and TONNAGE entered Inwards and cleared Outwards at each of the Twelve principal Ports of the United Kingdom; also, the Official and Declared Value of IMPORTS and EXPORTS for each of the said Ports, during the Year 1864 (in continuation of Parliamentary Paper, No. 419, of Session 1864).

(*Mr. Horsfall.*)

Ordered, by The House of Commons, *to be Printed*, 13 *June* 1865.

362.

CHAIN CABLES AND ANCHORS ACT (1864).

RETURN to an Order of the Honourable The House of Commons, dated 3 March 1865;—*for*,

COPY "of any REPORTS made to the BOARD of TRADE by their Officers, Mr. *Robert Galloway* and Mr. *Thomas Gray*, on 'THE CHAIN CABLES AND ANCHORS ACT, 1864;' with the PLANS and all PAPERS in the APPENDIX attached to that REPORT."

REPORT made to the BOARD of TRADE, under the "CHAIN CABLES AND ANCHORS ACT, 1864;" with an APPENDIX, containing the Chain Cables and Anchors Act, 1864, 27 & 28 Vict. c. 27; Tables of the Admiralty Tests for Chain Cables and Anchors, and the General Conditions to be complied with by owners of Proving Establishments, in order to obtain Licenses under the Act.

Sir,

London, 24 October 1864.

WE have visited the machines for proving and testing chain cables and anchors established at the following places, viz.:— Proving establishments visited.

	Machines.
London (Brown, Lennox, and Co.)	1
London, Lloyd's (West India Docks)	2
Birkenhead	2
Liverpool	1
Low Walker (Tyne)	2
Leeds (Albion Works, making)	1
Tipton (H. P. Parkes)	2
Tipton (public machine)	1
Stourbridge (Woods)	1
West Bromwich (Bloomer)	1
Tipton (Tinsley, Wright, and Co.)	1
Cradley (Charles Yardley)	1
Netherton (N. Hingley and Sons)	1
Netherton (public)	1
Cradley (S. Lewis)	1
Rowley (Jones)	1
Red-dal Hill (Eliza Tinsley)	1
New Town (Hartsborne and Ward)	1
Cradley Heath (N. Hingley and Sons)	1
Cradley Heath (Woods and Co.)	1
Cradley Heath (W. Rock)	1
New Town (B. Hingley)	1
Netherton (public machine, erecting)	1
Wolverhampton (Bayliss, Jones, and Bayliss)	1
Wolverhampton (Bayliss, Jones, and Bayliss, erecting)	1
Wednesfield Heath (Woods and Co.)	1
Chester (Woods and Co.)	3
Liverpool (Cato, Miller, and Co.)	1
Liverpool (Hutchinson and Co., erecting)	1
Hartlepool (Proctor and Taylor)	1
Sunderland (public machine)	1
Sunderland (erecting another)	1
	38

2. We have explained to the proprietors or managers of these machines that our visits were not made for the purposes of examination with a view to granting licenses; but that they were preliminary unofficial visits made for purposes of general observation, and with a view to collecting information. We gave no notice of our intention to visit these establishments, and we, therefore, had the advantage of finding on our arrival that the business was being carried on, and that the testing machines were at work in the usual manner. Objects of visit explained.

3. In our visits we were met with the greatest cordiality and candour, and much valuable information was voluntary given to us on many interesting points connected with the application of testing machines generally, the manufacture Much valuable information voluntarily given by owners of establishments.

facture of chain cables and anchors, the quality of the various sorts of iron used, and the peculiarities and prospects of the trade.

General description of the ordinary hydraulic testing machine.

4. The nature of the machine ordinarily in use for testing chain cables and anchors, will best be understood by reference to a diagram.

A is a strong cylinder of cast iron.

B is a piston moving in the cylinder A. This piston is intended to be made watertight by a leather packing, and to move with very little friction.

C is the piston rod kept watertight by a stuffing box. This rod is connected with one end of the chain, &c. to be proved. The other end of the chain is held fast at D.

E is a small plunger. The water in the cylinder A presses on the underside of this plunger, and this plunger is supposed to be kept watertight by a leather washer. It is connected by the rod F with the graduated lever G.

H is a moveable weight for determining the pressure to be exerted on the plunger E by the water in the cylinder A.

A mercurial gauge is sometimes fitted in addition to the graduated lever and weight G and H.

Water is pumped into the cylinder A, either by hand labour or by steam power, and the pumps are kept going until the pressure of the water in the cylinder A lifts the plunger E, or until the chain breaks, whichever first happens.

The above may be taken as a general outline of the majority of the machines we have visited.

Method of indicating pressure in these machines.

5. For an indication of the pressure exerted on the chain to be tested in the machines above described, it will be seen that reliance is placed on the plunger E, and graduated lever and moveable weight G and H, with, in some cases, the addition of a mercurial gauge; but it is found in practice that the valve and plunger E, and the pressure gauges are liable to great variations from circumstances entirely beyond the control of the person working the machine; and these variations, even supposing that they can be accurately estimated, cannot be ascertained by any process which can be readily applied during the working of the machine

Generality of these machines not to be relied on.

6. Unless, however, these variations are ascertained and allowed for, or unless the actual pressure exerted by the machine on the chain is measured by some additional contrivance, the machine itself cannot be relied on.

Further, supposing that the plunger E and the mercurial gauge be correct, they may, whilst indicating the pressure in the cylinder A, really give no indication at all of the strain put on the chain. As an example, in one machine we visited, we found that the packing of the piston B had become loose, so as to admit water to pass between it and the inside surface of the cylinder A. A man, not an engineer, but a labourer, was employed in driving wooden wedges under the packing to make it fit the cylinder tightly. On replacing this piston with the wooden wedges, the wedges would swell on the water being admitted into the cylinder, and the effect would be to jam the packing against the cylinder, and either to set it fast, or to require an immense force to move it.

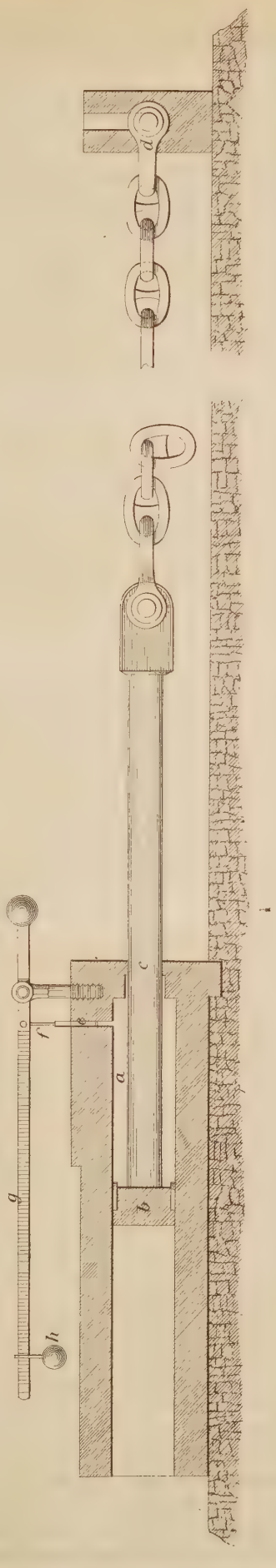
Example.

In such a case, the force exerted in the cylinder, before the piston could be moved, might equal the Admiralty standard, and raise the plunger E without ever putting any strain on the chain at all. This is an extreme case, but it is an illustration of what has frequently happened in a less degree at many of the machines we visited. Any inaccuracy in the boring of the cylinder, or any grit or foreign substance in the cylinder, will also cause an amount of error in the value and pressure gauges that cannot be estimated.

The machine at Birkenhead is fitted with levers and dead weight.

7. In the beautiful machine made by Sir William Armstrong, and erected at Birkenhead, and also in a very perfect machine in course of erection at Low Walker, on the Tyne, there are fitted (in addition to the graduated lever and mercurial gauge)—first, a series of compound levers, showing by dead weight, the actual strain put on the chain; and, secondly, indicators to distinguish the actual strain at which a chain breaks.

8. From



Nº 112 . Ordered, by the House of Commons, to be printed, 3 March 1865.

Levers and dead weight necessary in all other machines to be licensed.

8. From the information we have been able to collect, and from what has been stated above, these levers and dead weight, and indicators appear to be necessary in all the other machines.

Sir William Armstrong, Mr. John Penn, Mr. Fairbairn, Mr. Paget, Mr. Hicks, of Bolton; Mr. H. D. Grey, of Liverpool; Mr. Thomas Dunn, of Manchester, the engineers attached to the works of the principal manufacturers of chain cables and anchors, and the more intelligent of the manufacturers themselves, all concur in the necessity of providing these compound levers and dead weight in all machines intended to be licensed by the Board of Trade as public machines.

As an additional reason in favour of providing the compound levers and dead weight as a check, we may state that we have reason to believe that of the machines at present without them no two exert a like strain on a cable proved, unless by accident; and we have been requested to mention that a belief is entertained by many chain makers that the only correct public proving machines at present in existence are those at Birkenhead and Tipton, whilst some of the makers at Tipton stated in our presence that they believed the machine at Tipton to be entirely wrong. It breaks a great number of their chains, and in one case it was stated that out of nine lengths sent to the machine six had been broken by it, and that several of the nine had been condemned altogether, and this after the chains had stood the test in the machine on the maker's premises.

The machine and establishment at Tipton can readily be made most efficient and most complete. At present the machine is not fitted with levers and dead weight; it is, therefore, impossible yet to say whether it is right or wrong.

As regards the machine at Birkenhead there can be no question, and the accuracy of the one at Tipton might easily be tested by the addition of the levers and dead weight.

Examples of imperfect machines visited.

9. At one machine (a very short one), we found the manager testing the chains double; at another we found some broken pieces of old iron hung on to the graduated lever, instead of a proper weight; at another the lever was not graduated at all; at another (that of Mr. Barzilai Hingley, at New Town), we were refused admission, but were informed that if we returned in a week the machine "would be got ready for us to see;" and at Bishton's Wharf, Netherton, we found a public machine that was absolutely worthless. This machine had been, and still is, we are informed, employed in publicly testing chain cables for certificates of proof. The person in charge candidly told us that he had never broken an inch and three quarter chain at it. These five machines, not having dead weights and levers, cannot be checked.

Lloyd's machine in London: its peculiarities and alleged defects.

10. The public machine erected for Lloyd's in London is spoken of by very many persons with anything but confidence, and by many it is represented as being quite inaccurate; it is spoken of as being just the reverse of the one at Tipton. That is said to put too great a strain on, and the one in London too little. The London machine, like the others complained of, is not fitted with levers and dead weight, and no one can, therefore, say what is the actual strain put on the chain. There is, besides, a peculiarity in the machine at London which was specially and frequently mentioned to us. In all other machines that we have seen, a chain cable is tested in lengths of 15 fathoms or less; but at this machine the length tested is 75 fathoms. In attempting to test a cable of this length a great part of the force of the machine is exerted in lifting the chain from the bed. When a 15 fathom length is tested the chain is stretched perfectly tight, like a string on a violin; but in the 75 fathom length the chain is never pulled out of the form of a curve, or rather a series of curves or festoons.

The London machine (Lloyd's) is provided with a roller at every 15 fathoms along the trough, to assist in raising the chain from the floor of the bed. The chain passes over these rollers, and when the strain is on, hangs in curves from roller to roller along the whole length (75 fathoms) of the machine.

Again, a length of new chain of 15 fathoms will stretch from four feet upwards (we have seen a 15 fathom length stretch as much as six feet six inches), so that the cylinder A in the diagram is generally made about eight feet long for a 15 fathom length. To meet the stretching of a chain cable of 75 fathoms, properly tested, the cylinder A ought to be from 25 to 30 feet. The cylinder at Lloyd's machine in London is only 11 feet in length.

As an additional proof that the strain exerted by all public machines is not alike, an ironmaster at Tipton informed us that he would supply iron in any

quantities, guaranteed to pass the London (Lloyd's) machine, at 10 *s.* a ton less than he could if it were to pass the machine at Tipton or Birkenhead; and several chain makers informed us that they could afford to sell a chain at 10 *s.* a ton cheaper if they knew it was to pass the London (Lloyd's) machine, than they could if it were to pass the Birkenhead or Tipton machine, although we understood that the difference in the freight to London was 10 *s.* a ton more than to Birkenhead, and 15 *s.* a ton more than to Tipton.

Practice of blacking chains at Lloyd's before testing them much objected to.

11. We also learnt that at Lloyd's machine in London the chains are blacked before they are tested. This is contrary to the practice at every other place we have visited. Chain makers openly ridicule the idea of testing a chain after it is blacked; and it was proved by actual experiment in our presence at Tipton that many flaws, for which a chain is condemned if tested unblacked, escape notice if the chain is tested after it is blacked. The examination of each link of an unblacked chain by two pairs of eyes after it has been in the machine leads to the condemnation of as many, and sometimes of more links than the actual breakages in the machine itself. The chain makers in Staffordshire strongly represented to us the necessity for a uniform test and a uniform practice throughout the United Kingdom; but some of them said if the present practice is to be continued at Lloyd's in London, it would positively be a pecuniary advantage to them to black their chains free of charge, and send them to London to be tested, rather than send them to the machine at Tipton or Birkenhead to be tested unblacked.

When at Manchester we had a long interview with Mr. Thomas Dunn, the maker of the machine belonging to Lloyd's in London. He assured us that he was not in any way responsible for its peculiarities, and he entirely agreed that it ought to have been made shorter.

The New Act well received.

12. As regards the Act itself, we find that it is, with one or two exceptions, looked on and received as a great boon. It was represented to us that it will be the means of raising the cable trade from what is described as "its present lamentable condition," and that it will be of immense value to the honest maker in the foreign trade. We have been shown specimens of bad iron, almost resembling plate glass in brittleness, that has been used in making chains to meet the market; and we have been shown good iron that may be used, and if used that will make a chain guaranteed to stand 15 per cent. beyond the Admiralty proof. We were told repeatedly that the honest maker now sees his way to making a really good chain at a profit, without fear of being undersold by a bad article made by a small maker.

Objections raised to makers testing their own cables, &c.

13. The great majority of chain makers also object strongly to any maker being allowed to test his own cables for the purposes of giving a certificate of public proof. And many makers who intend to go to the expense of making their machines perfect, have expressed their determination not to take out a license, but to have all their work tested at a public machine.

Many chain cable makers expressed a hope that the Committee of Lloyd's Register will refuse to class a ship unless her cables and anchors are proved at a machine other than the one belonging to the establishment at which they are made. They stated that such a rule had been made, but that they feared that it had been departed from in favour of one or two makers. We stated that this appeared to us to be a point with which the Board of Trade cannot properly interfere; but we were nevertheless particularly requested to mention the subject in our report.

Amount of fee to be charged for licenses.

14. We find the feeling almost unanimous in favour of charging the full fee of 50 *l.* for a license under the Act; and considering that most of the makers will not, at any rate at present, take out licenses for their private machines, it may perhaps be necessary at first to charge the full fee to meet expenses. It was stated that we might reduce the fee at any time, but might find difficulties in raising it.

Those gentlemen with whom we conversed on the subject strongly urged the necessity of the Board of Trade issuing books of blank forms of certificates and counterfoils, printed or engraved in a peculiar manner. This would, they seem to think, render forgery of a certificate doubly difficult and hazardous.

It has often formed the subject of conversation with owners of machines whether the Board of Trade license would apply to an establishment generally, or to a certain

certain machine in that establishment. The opinion generally expressed is in favour of a separate license being given for each machine. It has been stated that by adopting this course there would be less chance of a cable being tested at an unlicensed machine in the same premises as one for which a license has been obtained.

Often urged that the attention of Foreign Governments should be called to the Act.

15. It has been frequently urged upon us that an immense advantage would be conferred on the anchor and cable trade if the Board of Trade were to communicate with the governments of foreign countries on the subject of the recent Act, so that foreigners may be made aware of the advantages of buying for shipping purposes no cables and anchors that have not been tested and certified at a public machine.

We have also been requested to advise that some particulars should be published, at an early date, of the general requirements of the Board of Trade as regards testing establishments.

Recommendations.

16. In conclusion, we beg to state that, from what we have seen during our recent journey, it appears to be absolutely necessary that machines to be licensed by the Board of Trade as public machines should be constructed and fitted in accordance with the experience of such men as Sir William Armstrong, Mr. John Penn, Mr. Fairbairn, Mr. Paget, Mr. Hicks, and Mr. Dunn and others, as above stated, practical men, who have given their attention to the subject. It also appears necessary that the rules for testing, and the strain applied, should be uniform throughout the United Kingdom.

Proposed requirements.

17. We therefore submit that a short advertisement may be published stating the requirements of the Board of Trade, and we submit that those requirements be as follows, viz. :

1. The machine shall be constructed to test not more than 15 fathoms at one time.

2. The cylinder shall be sufficiently long to allow of 15 fathoms chain being tested without the necessity for taking a fresh hold to complete the strain.

3. The apparatus shall, in addition to the plungers and pressure gauges ordinarily fitted, be provided with levers and dead weight (at the end of the chain marked D in the diagram), sufficient to test the accuracy of the machine, and the strain applied to cables being tested.

4. That an indicator be fitted to show the strain at which a chain breaks.

5. That an examining bench be provided in a light place for the purpose of examining the chains after they are tested, and before they are blacked.

6. That no chains be tested after they are blacked.

7. And although this is perhaps not strictly within the Act, we would recommend that the machine be so arranged that the workmen employed at and near to it shall be in no danger from the fragments of links that fly about when a cable breaks.

8. Where there is more than one machine in an establishment, the whole of them must be licensed if one is.

Our report is more lengthy than we at first intended; but we have only reported such matter as appeared to us to be essential, or such statements as were represented to us by persons in the trade as being of importance.

Places not yet visited.

18. The establishments at South Shields, and in South Wales and Scotland, have not yet been visited.

We have, &c.
(signed) *Robert Galloway.*
Thomas Gray.

APPENDIX.

Anno Vicesimo Septimo & Vicesimo Octavo Victoriæ Reginæ.

Cap. XXVII.

An Act for regulating the Proving and Sale of Chain Cables and Anchors. [23 June 1864.]

Whereas it is essential, for the better security of lives and property afloat in sea-going ships, to make provision for the proper testing of chain cables and anchors: Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

Power to Corporations, &c. to provide proving establishments for testing chain cables, &c.

1. Any corporation, public body, or company may erect and maintain proving establishments, apparatus, and machinery suitable for the testing of chain cables or anchors, and may, notwithstanding the provisions of any previous Act limiting the amount of money to be raised by such corporation or public body, or company, raise money for that purpose by way of loan, secured by mortgage, of such establishments, apparatus, and machinery, and of the income to be derived therefrom, or of other property of such corporation, public body, or company; provided always, as follows:—

(1.) Nothing in this Act shall relieve any corporation or public body from the necessity of obtaining for any borrowing by them under this Act the consent of any authority or person whose consent is by law requisite to any borrowing by them otherwise than under this Act.

(2.) Where the consent of any authority or person is not by law requisite to any borrowing by any corporation or public body otherwise than under this Act, the consent of the Commissioners of Her Majesty's Treasury to any borrowing by that corporation or public body under this Act is hereby made requisite.

(3.) Nothing in this Act shall empower any company to borrow money under this Act otherwise than in such manner, and subject to such restrictions as are prescribed in relation to any borrowing by them for purposes other than the purposes of this Act, and if none are prescribed, then in such manner and under such restrictions as may be prescribed by resolution of the company adopted by three-fifths at least of the votes of the shareholders of the company present (personally or by proxy) at a general meeting of the company specially convened for the purpose.

(4.) Any mortgage or charge created or to be created under any power existing at the passing of this Act on any property of any such corporation, public body, or company, other than such establishments, apparatus, and machinery as aforesaid, shall have priority over any mortgage created under the powers of this Act on the same property.

Power to the Board of Trade to grant licenses for proving chain cables and anchors, and may suspend or revoke licenses.

2. The Lords of the Committee of Privy Council appointed for the consideration of matters relating to trade and foreign plantations, hereafter in this Act called the Board of Trade, may from time to time grant to any corporation, public body, or company, person or persons erecting any proving establishment, apparatus, and machinery suitable for the testing of chain cables or anchors, license to test chain cables and anchors under this Act, and the board may suspend or revoke any license so granted, if the board shall see occasion; and the expression "tester" in this Act applies to every corporation, public body, or company, person or persons to whom such license shall be granted, so long as such license continues in force: provided, that such a license shall not be granted in any case unless and until the proving establishment, apparatus, and machinery erected have been inspected by an inspector appointed as by this Act provided, and have been certified by him as proper and efficient for their purposes.

Board of Trade to appoint inspectors from time to time.

3. The Board of Trade shall, as soon after the passing of this Act as the services of an inspector for the purposes of this Act appear to them to be required, and afterwards from time to time as vacancies occur, appoint a fit person to act as inspector of proving establishments, apparatus, and machinery under this Act, and may from time to time, at pleasure, remove from his office any person so appointed; and such inspector shall, in the execution of his duties, conform to any regulations from time to time made by the Board of Trade.

Licenses to be renewed annually.

4. Any license granted as aforesaid shall be renewable annually, and the same shall not in any case be renewed in any year unless and until the proving establishment, apparatus, and machinery in respect whereof such license was granted have been inspected by the inspector within that year, and have been certified by him as proper and efficient for their purposes.

Fees payable on licenses.

5. On the original grant of every such license, and on every annual renewal of every such license, there shall be paid such fee not exceeding 50 *l.* as the Board of Trade from time to time appoint; all such fees to be paid to the Board of Trade, and to be by them paid into the receipt of Her Majesty's Exchequer, and to be carried to and form part of the Consolidated Fund of the United Kingdom.

As to remuneration of inspector.

6. The inspector shall receive such salary and allowances as may from time to time be directed by the Board of Trade, with the consent of the Commissioners of Her Majesty's Treasury, out of money to be provided by Parliament for the purpose.

7. Every

Tester to test all cables and anchors in proper order, and impress the same with authorised proof mark.

7. Every tester shall, with all reasonable despatch, subject every chain cable or anchor that shall be brought to the proving establishment of such tester for the purpose of being proved, and (unless the parties interested may otherwise agree) in the order in which such chain cables and anchors respectively shall be so brought, to the same tensile strain as that to which chain cables and anchors respectively of similar size, weight, or description are or shall be subjected before being received for the use of Her Majesty's naval service,* and shall stamp every five fathoms in length of every such chain cable, and also every such anchor, with a stamp or die to be provided for that purpose by the tester, and approved by the Board of Trade, denoting that such chain cable or anchor has been "proved," and which shall bear the mark of the tester.

As to charges for testing and affixing proof mark.

8. Every tester may make such charges for the testing and stamping with proof mark any chain cable or anchor as such tester may think fit, not exceeding the scale of charges authorised by the Board of Trade; and such tester shall affix upon some conspicuous part of the proving establishment a table of the charges so authorised to be taken by such tester; and such table shall be painted upon a board or boards in distinct black letters on a white ground, or in white letters upon a black ground, or may be printed in legible characters on paper affixed to such board or boards; and it shall not be lawful for such tester to make any alteration in such table, or in any of the charges therein specified, until such alteration shall have been approved by the Board of Trade, and the tester shall have caused notice in writing of the intended alteration to be written or printed on paper, and such paper shall have been, for a period of not less than three months, affixed to such table, so that the same shall be clearly legible by all persons who may consult such table.

Power to tester to detain chain cable, &c.

9. Any tester may detain any chain cable or anchor which shall have been so tested until such charge shall be paid; and if such charge shall not be paid within three months after the testing of such chain cable or anchor, the tester may cause such chain cable or anchor to be sold by auction, and shall out of the purchase money deduct the expenses of such sale, and all other expenses incurred by such tester with respect to such chain cable or anchor, including all lawful charges on the same, and shall pay the surplus thereof (if any) on demand, to the owner of such chain cable or anchor, or to the captain or master of the vessel, or other person on whose application the chain cable or anchor had been tested.

Tester, on application, to give certificate of test.

10. When any tester shall have tested and stamped any chain cable or anchor, such tester shall, if requested by the person on whose application the same was tested, within one month after such testing, make out and deliver, free of charge, to such person a certificate of such testing.

After 1st July 1865, it shall be unlawful for makers and dealers to sell unproved chain cables and anchors.

11. From and after the 1st day of July 1865, it shall not be lawful for any maker of or dealer in chain cables or anchors to sell, or contract to sell, for the use of any vessel any chain cable whatever, or any anchor exceeding in weight 168 pounds, unless such chain cable or anchor shall have been previously tested and duly stamped in accordance with the provisions of this Act; and if any person acts in contravention of this provision he shall for every such offence, upon a summary conviction for the same before a justice of the peace, or in Scotland before any sheriff, justice, or magistrate, be liable to a penalty not exceeding 50 pounds.

Persons committing certain offences deemed guilty of a misdemeanor.

12. If any person shall stamp or assist in stamping any chain cable or anchor with the stamp of any tester, or with a stamp or mark purporting to be the stamp of any tester, without the authority of the tester whose stamp shall have been so used or counterfeited, or with any other stamp or mark, for the purpose, or with the intention of passing such chain cable or anchor, or of allowing or assisting in the same being passed as a chain cable or anchor duly tested and stamped under the powers of this Act, or if any person, knowing any such chain cable or anchor to have been so wrongfully marked or stamped as aforesaid, shall sell the same, or shall deliver the same to any person to be taken or used as part of the equipment of any vessel, or if any person shall write out and deliver to any person any certificate or document purporting to be a certificate under this Act, that any chain cable or anchor has been tested and stamped under the provisions of this Act, knowing that the chain cable or anchor referred to in such certificate or document had not been so tested or stamped, every person so offending shall be guilty of a misdemeanor, or in Scotland of an offence, and for every such misdemeanor or offence shall be liable, in the discretion of the court, to be imprisoned for any term not exceeding two years, with or without hard labour, and with or without solitary confinement.

Act not to relieve makers from responsibility.

13. No maker of, or dealer in, chain cables or anchors, shipowner, or other person, shall by reason of this Act, or of anything done thereunder, be relieved from any responsibility in respect of any chain cable or anchor made, sold, or used by him to which, but for this Act, he would have been subject.

Act not to affect Admiralty contracts.

14. Nothing in this Act shall affect any contracts which may be made by the Lords Commissioners of the Admiralty for the supply of any chain cables or anchors to any of Her Majesty's dockyards, or for the use of any of Her Majesty's ships.

Term of Act.

15. This Act shall continue in force to the 1st day of July 1872, and no longer.

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* See Tables 1 and 2 in Appendix.

TABLE, No. 1.

CHAIN CABLES.

SCALE of PROOFS showing the Tensile Strain to which Chain Cables are subjected before being received for the use of Her Majesty's Naval Service.

Diameter of Iron of Common Links.	Common Links.		Stay Pins, Weight of each not to exceed	Weight of 100 Fathoms of Cable in 8 Lengths including 4 Swivels, and 8 joining Shackles, not to be exceeded by more than $\frac{1}{20}$th part.*			Weight by which to be proved equal to 630 lbs. per circular $\frac{1}{8}$th inch.
	Mean Length 6 Diameters of the Iron; not to be over more than $\frac{1}{10}$th of a Diameter.	Mean Width 3·6 Diameters of the Iron; not to be over or under more than $\frac{1}{10}$th of a Diameter.					
Inches.	*Inches.*	*Inches.*	*Ounces.*	*Cwts.*	*qrs.*	*lbs.*	*Tons.*
$2\frac{3}{4}$	$16\frac{1}{2}$	9·9	72	363	0	0	$136\frac{1}{8}$
$2\frac{1}{2}$	15	9·0	54·69	300	0	0	$112\frac{1}{2}$
$2\frac{3}{8}$	$14\frac{1}{4}$	8·55	47·5	270	3	0	$101\frac{1}{2}$
$2\frac{1}{4}$	$13\frac{1}{2}$	8·1	40	243	0	0	$91\frac{1}{8}$
$2\frac{1}{8}$	$12\frac{3}{4}$	7·65	33·584	216	3	0	$81\frac{1}{4}$
2	12	7·2	28	192	0	0	72
$1\frac{7}{8}$	$11\frac{1}{4}$	6·75	23	168	3	0	$63\frac{1}{4}$
$1\frac{3}{4}$	$10\frac{1}{2}$	6·3	18·76	147	0	0	$55\frac{1}{8}$
$1\frac{5}{8}$	$9\frac{3}{4}$	5·85	15	126	3	0	$47\frac{1}{2}$
$1\frac{1}{2}$	9	5·4	11·81	108	0	0	$40\frac{1}{2}$
$1\frac{3}{8}$	$8\frac{1}{4}$	4·95	9	90	3	0	34
$1\frac{1}{4}$	$7\frac{1}{2}$	4·5	6·836	75	0	0	$28\frac{1}{8}$
$1\frac{1}{8}$	$6\frac{3}{4}$	4·05	4·983	60	3	0	$22\frac{3}{4}$
1	6	3·6	3·5	48	0	0	18
$\frac{7}{8}$	$5\frac{1}{4}$	3·15	2·344	36	3	0	$13\frac{3}{4}$
$\frac{3}{4}$	$4\frac{1}{2}$	2·7	1·473	27	0	0	$10\frac{1}{8}$
$\frac{11}{16}$	$4\frac{1}{8}$	2·475	1·137	22	2	21	$8\frac{1}{3}$
$\frac{5}{8}$	$3\frac{3}{4}$	2·25	·854	18	3	0	7
$\frac{9}{16}$	$3\frac{3}{8}$	2·025	·622	15	0	21	$5\frac{1}{2}$
$\frac{1}{2}$	3	1·8	·437	12	0	0	$4\frac{1}{2}$
$\frac{7}{16}$	$2\frac{5}{8}$	1·575	·293	9	0	21	$3\frac{1}{2}$

* The tensile strain is applied to each of the eight lengths separately, and not to the whole length of 100 fathoms at one time.

TABLE, No. 2.

ANCHORS.

SCALE of PROOFS showing the Tensile Strain to which Anchors are subjected before being received for the use of Her Majesty's Naval Service.

TEST of ANCHOR in Tons proportionate their Weight in Cwts.

Weight.	Test.	Weight.	Test.	Weight.	Test.	Weight.	Test.
Cwt.	*Tons.*	*Cwt.*	*Tons.*	*Cwt.*	*Tons.*	*Cwt.*	*Tons.*
100	67¼	75	56¼	50	42⅜	25	24⅜
99	66⅞	74	55¾	49	41¾	24	23⅞
98	66½	73	55¼	48	41⅛	23	23⅛
97	66⅛	72	54¾	47	40½	22	22⅛
96	65¾	71	54¼	46	39⅞	21	21⅝
95	65⅜	70	53¾	45	39¼	20	20¼
94	65	69	53¼	44	38⅝	19	19⅞
93	64½	68	52⅝	43	37⅞	18	19
92	64	67	52⅛	42	37⅛	17	18¼
91	63⅝	66	51⅓	41	36½	16	17⅛
90	63¼	65	51	40	35¾	15	16⅓
89	62¾	64	50⅓	39	35⅛	14	15⅝
88	62¼	63	50	38	34⅓	13	14¾
87	61⅞	62	49½	37	33¾	12	13⅞
86	61⅓	61	48⅞	36	33⅛	11	12⅞
85	61	60	48⅜	35	32⅜	10	12
84	60⅓	59	47¾	34	31⅝	9	11⅛
83	60	58	47¼	33	30⅞	8	10⅛
82	59⅓	57	46⅝	32	30⅛	7	9¼
81	59	56	46	31	29⅜	6	8¼
80	58½	55	45⅜	30	28⅝	5	7⅜
79	58⅛	54	44¾	29	27⅞	4	6⅜
78	57⅝	53	44¼	28	27⅛	3	5½
77	57¼	52	43⅝	27	26⅜	2	4½
76	56¾	51	43	26	25⅝	1	3⅜

Note—The strain is applied on the arm or on the palm at a spot, which, measured from the extremity of the bill, is one-third of the distance between it and the centre of the crown.

Chain Cables and Anchors Testing Machines, 27 & 28 Vict. cap. 27.

The following are the General Conditions to be complied with by Owners of Proving Establishments, in order to obtain Licenses under the Act.

1. The machine shall be constructed to test not more than 15 fathoms at one time.

2. In hydraulic machines the cylinder shall be sufficiently long to allow of 15 fathoms of chain being tested without the necessity for taking a fresh hold to complete the strain.

3. The apparatus shall be provided with levers and dead weight sufficient to test the accuracy of the machine, and the strain actually applied to the cable. In hydraulic machines these levers and dead weight shall range to 25 per cent. of the full power of the machine, and shall be fitted in addition to the gun metal plunger and pressure gauges ordinarily fitted. In other than hydraulic machines the levers and dead weight shall range to the full power of the machine.

4. In hydraulic machines an indicator shall be fitted to show the strain at which a chain breaks.

5. An examining bench of proper height shall be provided in a light place for the purpose of examining the chains after they are tested and before they are blacked.

6. The machine shall be so arranged that the workmen employed at and near to it shall be in no danger from the fragments of links that fly about when a cable breaks.

7. Where there is more than one machine in an establishment, the whole of them must be licensed if one of them is.

Although the Board of Trade will not refuse to license any machine simply on account of the proportions of the levers and knife edges named below not being observed, they recommend that in all future machines those proportions should be adopted.

8. The leverage of the lever apparatus to be attached to hydraulic machines (referred to in paragraph 3 above) should not exceed the proportion of 100 to 1.

9. In the lever apparatus to be attached to hydraulic machines (referred to in paragraph 3 above) the distance between the two centres of each lever should not be less than four inches in machines for testing up to 100 tons, and not less than eight inches in machines for testing up to 200 tons, and not less than 12 inches in machines for testing up to 300 tons.

10. The length of the knife edges should not be less than at the rate of one inch for every five tons of pressure upon them, and the form of the knife edge should be in conformity with a pattern approved by the Board of Trade.

T. H. Farrer, Marine Secretary,
Board of Trade.

CHAIN CABLES AND ANCHORS ACT (1864).

COPY of REPORT made to the BOARD of TRADE, by Mr. *Robert Galloway* and Mr. *Thomas Gray*, under "THE CHAIN CABLES AND ANCHORS ACT, 1864;" with the PLAN and PAPERS in the APPENDIX attached to that REPORT.

(*Mr. Laird.*)

Ordered, by The House of Commons, *to be Printed*, 8 *March* 1865.

112.

Under 2 *oz.*

DEATHS OF SEAMEN.

RETURN to an Order of the Honourable The House of Commons, dated 14 February 1865;—*for*,

A RETURN "of DEATHS of SEAMEN reported to the BOARD of TRADE, Classified into Cases of Deaths from Disease, Accident, or Drowning, in each Year from 1852 to the present Time."

YEAR	CAUSES OF DEATH.				
	Disease.	Accident.	Drowning.	Other Causes and Unknown.	TOTAL.
1852 - - -	1,319	122	721	224	2,386
1853 - - -	2,020	135	875	418	3,448
1854 - - -	1,602	119	956	260	2,937
1855 - -	2,005	176	1,032	404	3,617
1856 - - -	2,235	154	1,346	308	4,043
1857 - - -	1,931	120	1,489	249	3,789
1858 - - -	1,664	202	1,778	152	3,796
1859 - - -	1,421	175	1,630	419	3,645
1860 - - -	1,433	184	1,875	461	3,953
1861 - - -	1,350	175	1,945	304	3,774
1862 - - -	1,315	146	1,998	326	3,785
1863 - - -	1,188	187	1,727	494	3,596
1864 - - -	1,458	207	2,077	541	4,283

Board of Trade,
30 March 1865.

T. H. FARRER,
Marine Secretary.

DEATHS OF SEAMEN.

RETURN of Deaths of Seamen reported to the Board of Trade, Classified into Cases of Deaths from Disease, Accident, or Drowning, in each Year from 1852 to the present Time.

(*Mr. Clay.*)

Ordered, by The House of Commons, *to be Printed,*
31 *March* 1865.

MERCANTILE MARINE FUND.

1 8 6 4.

AN ACCOUNT of the MERCANTILE MARINE FUND, under the Act 17 & 18 Vict. cap. 104, sec. 429, showing the INCOME and EXPENDITURE for the Year 1864.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, *to be Printed,*
9 *May* 1865.

AN ACCOUNT of the MERCANTILE MARINE FUND, under the Act 17 & 18 Vict. c. 104, showing
of Net Income since Received, and how the same

RECEIPTS.	EXCHEQUER BILLS.			CASH.		
	£.	s.	d.	£.	s.	d.
For Balances on hand 1st January 1864, as shown in preceding Account -	200,000	–	–	34,398	4	7
For Interest received on Exchequer Bills and on Accounts of Superintendents of Mercantile Marine Offices at Local Banks - - - - -	-	-	-	5,107	17	7
For Proceeds of Sale of (40,000*l.*) Exchequer Bills (*see* contra) - - -	-	-	-	39,915	15	–
For Excess of Income over working Expenditure for the year ending 31 December 1864, as shown in the Account (A.) in the Appendix, page 4 - -	-	-	-	8,193	8	5
£.	200,000	–	–	87,615	5	7

Board of Trade,
5 May 1865.

the BALANCE of CASH and the AMOUNT of EXCHEQUER BILLS held on 1st January 1864, with the Amount has been appropriated, made up to the 31st December 1864.

PAYMENTS.				EXCHEQUER BILLS. £. s. d.	CASH. £. s. d.
Paid Pensions granted by the Trinity House Corporation before the 1st October 1853, for 4 Quarters				- - -	4,655 11 5
Paid for New Works in Building Lighthouses, &c., as shown in Statement (B.) in the Appendix, page 5				- - -	35,716 8 5
Paid Expenses of Investigations into the conduct of Masters and Mates				- - -	489 15
Paid Expenses of Life Boats, Apparatus for saving Life, and Gratuities for saving Lives during the year 1863				- - -	7,660 14 –
Exchequer Bills sold (*see* contra)				40,000 – –	—
By Balance unappropriated				160,000 – –	39,092 16 9
			£.	200,000 – –	87,615 5 7
PARTICULARS of the above BALANCE:					
In the hands of the Paymaster-General				160,000 – –	8,131 7 –
„ Superintendents of Mercantile Marine Offices				- - -	9,627 3 5
„ Receivers of Wreck				- - -	507 13 4
		£. s. d.			
„ Trinity House Corporation		15,535 12 2			
„ Port of Dublin Corporation		8,863 13 7			
„ Commissioners of Northern Lights		5,678 4 1			
Advanced on account of Vote for Relief of distressed Seamen Abroad		1,407 19 5			
Advanced on account of Postal Services		163 3 9			
„ „ Holyhead Harbour		725 14 3			
„ „ Ramsgate Harbour Fund		768 9 2			
„ „ Chain Cables and Anchors		36 1 2			
„ „ Naval Services		3,526 4 11		- - -	36,705 2 6
DEDUCT,					
For Amount to be repaid to Army Services		655 11 5			54,971 6 3
„ „ to Merchant Seamen's Fund		425 – 2			
„ „ to Wages, &c., of deceased Seamen		1,502 17 11			
„ „ to Commissioners of Inland Revenue		275 19 1			
„ „ to Receiver of Fines for the Crown		188 9 3			
„ „ on account of unclaimed Wreck and Salvage		3,165 7 3			
„ „ for Seamen's Money Orders unpaid *		2,455 14 4			
„ „ for Seamen's Savings Banks		382 7 3			
„ „ Seamen's Wages and sundry Compensations received		395 12 2			
„ „ Wexford Harbour		6,104 5 11			
„ „ Rye Harbour		327 4 9			
				- - -	15,878 9 6
			£.	160,000 – –	39,092 16 9

* *Note.*—Statement of the Money Orders issued to Seamen, and paid to them and to their families under the 177th section of the Merchant Shipping Act, from the 1st January to 31st December 1864, viz. :—

			£. s. d.
391	Money Orders unpaid 31st December 1863		2,848 5 5
43,884	„ „ issued in 1864		238,322 16 3
44,275		£.	241,171 1 8
43,843	„ „ paid in 1864		238,715 7 4
432	„ „ outstanding 31 December 1864	£.	2,455 14 4

H. R. Williams, Accountant. *James Booth.*

Appendix.

Account (A.), referred to at page 2.

Dr. AN ACCOUNT of the Gross Income and Working Expenditure of the Mercantile Marine Fund, for the Year ending 31 December 1864. Cr.

INCOME.

	£.	s.	d.	£.	s.	d.
For Fees, &c., received under the Merchant Shipping Act, as per Account (C.), page 6				54,366	17	9
For Light Dues received; viz.:						
Per Trinity House Corporation	206,775	4	8			
„ Port of Dublin Corporation	14,369	–	2			
„ Commissioners of Northern Lighthouses	25,935	4	7			
				247,079	9	5
For Ballastage Rates received:						
Per Trinity House Corporation				42,765	8	7
			£.	344,211	15	9

EXPENDITURE.

	£.	s.	d.	£.	s.	d.
For Salaries and Expenses at the Mercantile Marine Offices at the various Ports of the United Kingdom, including salaries and fees paid to Surveyors of Steam Ships, as per Account (C.), page 6				45,156	11	5
For Expenses paid for the maintenance of Lighthouses, viz.:						
By the Trinity House Corporation	167,383	7	3			
„ Port of Dublin Corporation	48,451	6	2			
„ Commissioners of Northern Lighthouses	36,213	2	8			
				252,047	16	1
For Expenses paid on Ballastage Rates:						
By the Trinity House Corporation				38,813	19	10
Balance of Income over Working Expenditure				8,193	8	5
			£.	344,211	15	9

STATEMENT (B.), referred to at page 3.

STATEMENT of the Sums expended for New Works in Building Lighthouses, &c., in the United Kingdom, from 1 January 1864 to 31 December 1864.

Nature of Work.	£. s. d.	£. s. d.
ENGLAND:		
St. Bees	248 7 9	
Hanois	120 11 1	
Wolf	7,513 11 6	
Dovercourt	544 9 2	
Usk	1,890 17 3	
New Light Vessel, No. 43	3,814 9 8	
Fog gun, North Stack, Holyhead	100 – –	
Expenses connected with proposed New Lighthouse	3 8 –	
		14,235 14 5
IRELAND:		
Black Rock	366 18 9	
Calf Rock	3,791 14 1	
Arranmore	2,078 10 9	
Innish Tereaght	2,753 18 4	
Light Ship, Wicklow Head	3,151 9 9	
Improvements at Innistrahull	1,859 18 6	
Copper Point	253 10 11	
New Steamer	18 15 –	
Black Sod Point New Lighthouse	839 18 7	
New Dwellings	284 14 –	
		15,399 8 8
SCOTLAND:		
M'Arthur's Head Lighthouse	7 10 –	
Saint Abb's Head „	22 1 –	
Butt of Lewis „	595 12 1	
Monach Isles „	2,245 12 2	
Skervuile	1,919 19 9	
Skeirtarsan Beacon	1 19 11	
Patterson „	659 1 –	
Kerrera „	106 5 6	
Salachan „	69 10 1	
Riv Rock „	380 16 10	
Montroseness „	4 8 –	
Expenses connected with proposed New Lighthouses	68 9 –	
		6,081 5 4
	£.	35,716 8 5

ACCOUNT (C.), referred to at page 4.

AN ACCOUNT of the INCOME and EXPENDITURE for Fees received for Examinations of Masters and Mates, for Engaging and Discharging Crews, for Surveys of Steam Vessels, and by Receivers of Wreck, under the Merchant Shipping Act, 1854, for the Year ending 31 December 1864.

FEES.

On Examination of Masters and Mates.	On Engagement of Crews.	On Discharge of Crews.	On Renewal of Certificates.	TOTAL INCOME.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
—	—	—	—	—
1,402 5 –	1,539 11 –	2,526 9 6	41 6 –	5,509 11 6
—	1,330 5 6	1,156 9 –	26 18 8	2,513 13 2
—	869 9 6	1,074 8 6	18 19 –	1,962 17 –
392 5 –	199 10 –	389 14 –	4 11 6	986 – 6
208 10 –	341 2 6	518 14 –	4 14 10	1,073 1 4
1,825 4 –	5,481 6 6	5,240 11 –	40 4 –	12,587 5 6
111 15 –	222 4 –	169 11 –	1 10 6	505 – 6
280 10 –	814 9 –	178 8 –	5 5 6	1,278 12 6
309 10 –	784 9 6	313 1 6	3 17 6	1,410 18 6
607 10 6	956 15 –	268 11 –	6 7 6	1,839 4 –
568 – –	123 11 6	135 12 –	2 8 4	829 11 10
248 – 6	92 13 –	89 1 6	4 5 4	434 – 4
410 – –	206 2 6	213 5 6	3 7 10	832 15 10
397 5 –	821 8 –	398 1 6	9 18 –	1,626 12 6
215 11 –	515 16 6	595 12 –	5 13 6	1,332 13 –
111 – –	161 17 –	221 7 –	1 11 –	495 15 –
209 2 –	85 12 –	135 13 –	– 19 6	431 6 6
336 – –	110 11 –	143 2 –	1 10 –	591 3 –
222 5 –	82 12 6	162 4 6	1 11 –	468 13 –
133 6 –	3,731 – 6	2,868 17 –	30 17 10	6,764 1 4
7,987 19 –	18,470 7 –	16,798 13 6	215 17 4	43,472 16 10

	£. s. d.
To Printed Forms sold at Mercantile Marine Offices	1 10 –
„ Fees received for Surveys of Steam Vessels	6,170 – 9
„ Fees for Inspection of Register Books received by Registrar-General of Seamen	122 18 –
„ Fees for Copies of Documents received by Registrar-General of Seamen	46 18 11
„ Fees, &c., received by Receivers of Wreck	3,627 13 3
„ Fees, &c., received for Examination of Engineers	925 – –
TOTAL £.	54,366 17 9

EXPENDITURE.

OFFICES, &c.	Salaries.	Contingencies.	Superannuation Allowances.	TOTAL EXPENDITURE.	EXCESS OF Income over Expenditure.	EXCESS OF Expenditure over Income.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
BOARD OF TRADE (Marine Department)	– – –	961 12 5	– –	961 12 5	– –	961 12 5
PORT OF LONDON (Hammet-street)	3,710 16 7	1,069 14 11	59 6 11	4,839 18 5	669 13 1	—
„ „ (Poplar)	1,237 7 6	262 19 11	– –	1,500 7 5	1,013 5 9	—
„ „ (Well-street)	1,147 8 5	203 14 8	22 – –	1,373 3 1	589 13 11	—
BRISTOL	745 5 11	202 15 11	– –	948 1 10	37 18 8	—
HULL	846 9 5	122 3 5	– –	968 12 10	104 8 6	—
LIVERPOOL	6,368 – 3	1,632 18 2	39 7 7	8,040 6 –	4,546 19 6	—
NEWCASTLE	223 15 –	85 14 10	– –	309 9 10	195 10 8	—
NORTH SHIELDS	(a) 1,348 18 –	259 2 9	– –	1,608 – 9	– –	329 8 3
SOUTH SHIELDS	632 10 –	152 2 10	10 1 8	794 14 6	616 4 –	—
SUNDERLAND	942 5 9	207 2 2	– –	1,149 7 11	689 16 1	—
PLYMOUTH	554 6 9	82 15 3	– –	637 2 –	192 9 10	—
ABERDEEN	495 9 11	81 2 4	– –	576 12 3	– –	142 11 11
DUNDEE	641 12 3	65 10 3	– –	707 2 6	125 13 4	—
GLASGOW	845 14 –	173 15 3	67 16 –	1,087 5 3	539 7 3	—
GREENOCK	924 9 –	103 13 10	– –	1,028 2 10	304 10 2	—
LEITH	546 10 –	66 18 11	– –	613 8 11	– –	117 13 11
BELFAST	388 2 –	42 12 3	– –	430 14 3	– 12 3	—
CORK	526 7 8	80 16 7	– –	607 4 3	– –	16 1 3
DUBLIN	458 13 11	33 9 8	– –	492 3 7	– –	23 10 7
MINOR PORTS of the United Kingdom (b)	4,739 – –	648 13 –	– –	5,387 13 –	1,376 8 4	—
TOTAL £.	27,323 2 4	6,539 9 4	198 12 2	34,061 3 10	11,002 11 4	1,590 18 4

	£. s. d.	£. s. d.	£. s. d.
– – – – – – – – – – – – – – –	– –	1 10 –	—
Salaries and Expenses of Surveys, &c., of Steam Vessels	6,680 13 10	– –	510 13 1
– – – – – – – – – – – – – – –	– –	122 18 –	—
– – – – – – – – – – – – – – –	– –	46 18 11	—
(b) Remuneration to Receivers of Wreck, and Contingent Expenses of Receivers for the year 1863	3,627 13 3	—	—
Remuneration to Examiners, and Expenses of Examinations, &c.	787 – 6	137 19 6	—
TOTAL £.	45,156 11 5	11,311 17 9	2,101 11 5
		£. 9,210 6 4	

(a) The salaries of the Joint Examiners for North and South Shields, Newcastle and Sunderland, are paid at and charged to North Shields, and thus make the expenditure of that port appear larger than it really is.
(b) The amount of remuneration payable for the year 1864 to the Officers of Customs who act as Superintendents of Mercantile Marine at the Minor Ports, and as Receivers of Wreck, for the additional duties imposed upon them, is not included in the above account, the payment not having been yet made.

MERCANTILE MARINE FUND.

1864.

AN ACCOUNT of the MERCANTILE MARINE FUND, under the Act 17 & 18 Vict. c. 104, showing the BALANCE of CASH and AMOUNT of EXCHEQUER BILLS held on 1 January 1864, with the INCOME and EXPENDITURE from that Period to 31 December 1864.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed*,
9 *May* 1865.

273.

Under 1 *oz.*

ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND WINDING-UP ACT, from 1st January to 31st December 1864; with an ACCOUNT of the Sums Received and Paid for the Wages and Effects of Deceased Seamen in the Year 1864.

(*Pursuant to Acts* 14 & 15 *Vict. c.* 102, *s.* 59, *and* 17 & 18 *Vict. c.* 104, *s.* 202.)

Ordered, by The House of Commons, *to be Printed,*
9 *May* 1865.

AN ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S

RECEIPTS.

	£.		
To Balance in hand on 1st January 1864, as shown in the preceding Account, to 31st December 1863 -	37,364	13	5
To Amount received for Voluntary Contributions from Masters and Seamen - - - - -	1,983	2	1
To Amount of Unclaimed Dividend received from the late Trustees at Maldon - - - -	3	12	10
To Amount of the Vote of Parliament for the year ending 31st March 1865 - - - -	54,700	–	–
£.	94,051	8	4

FUND WINDING-UP ACT, from 1st January to 31st December 1864.

PAYMENTS.	£. s. d.	£. s. d.
By Amount paid for Pensions, including the sum of 507 *l.* 10 *s.*, granted by way of Annuity to the late Officers of the Trustees whose offices were abolished	54,194 3 1	
By Amount paid for Commutation of Pensions	317 16 –	
		54,511 19 1
By Amount paid for Salaries and Charges of Management	– – –	25 – –
By Amount paid into Her Majesty's Exchequer, being for amount received for the Voluntary Contributions, in the year 1863, from Masters and Seamen	– – –	2,223 9 2
By Balance in hand 31st December 1864	– – –	37,291 – 1
PARTICULARS OF THE ABOVE BALANCE.		
Amount in the Exchequer	40,000 – –	
Cash in the hands of Her Majesty's Paymaster General	997 6 6	
Amount due from the Mercantile Marine Fund for Voluntary Contributions	425 – 2	
£.	41,422 6 8	
Less, Balance owing to the War Department and Officers of late Trustees for Amount paid for Pensions to 31st December 1864	4,131 6 7	
£.	37,291 – 1	94,051 8 4

Board of Trade, 5 May 1865.

H. R. Williams,
Accountant.

James Booth.

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Granted in the Years 1863 and 1864.

Rate of Pension.	CLASS OF PENSIONERS.	1863.		1864.	
		Number.	Amount.	Number.	Amount.
£. s. d.			£. s. d.		£. s. d.
6 16 –	Masters	160	1,088 – –	164	1,115 4 –
3 8 –	Seamen	129	438 12 –	114	387 12 –
4 8 –	Widows of Masters	124	545 12 –	146	642 8 –
2 4 –	Widows of Seamen	155	341 – –	161	354 4 –
2 4 –	Children of Masters	82	180 8 –	84	184 16 –
1 2 –	Children of Seamen	40	44 – –	60	66 – –
		690	2,637 12 –	729	2,750 4 –

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Expired in the Years 1863 and 1864.

CLASS OF PENSIONERS.	1863.		1864.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
Masters	152	874 19 –	156	929 19 –
Seamen	273	867 18 2	218	713 8 10
Widows of Masters	139	474 19 –	151	554 14 10
Widows of Seamen	331	693 16 7	369	758 11 6
Children of Masters	240	458 1 2	182	371 9 2
Children of Seamen	385	421 8 10	353	395 5 –
	1,520	3,791 2 9	1,429	3,723 8 4

COMPARATIVE STATEMENT of the NUMBER of PENSIONERS upon the FUND on the 31st December 1863 and 31st December 1864; distinguishing between Men, Women, and Children, and between different Scales of Pensions, and the Total Amount of Pensions of each Class.

CLASS OF PENSIONERS.	1863.		1864.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
Masters	2,082	13,276 19 6	2,090	13,462 4 6
Seamen	3,175	10,590 12 4	3,071	10,264 15 6
Widows of Masters	3,471	12,925 10 –	3,466	13,013 3 2
Widows of Seamen	6,501	13,611 7 7	6,293	13,207 – 1
Children of Masters	1,022	2,006 15 –	924	1,820 1 10
Children of Seamen	1,399	1,580 16 8	1,106	1,251 11 8
	17,650	53,992 1 1	16,950	53,018 16 9

AN ACCOUNT of the PROPERTY and MONEYS held by the TRUSTEES of the MERCHANT SEAMEN'S FUND, at the undermentioned PORTS, for Special Purposes distinct from the General Purposes of the FUND, and the Receipt and Expenditure for the same, for the Year 1864.

Sunderland - - -	Freehold Ground in Assembly Garth, whereon are built several Houses and a Seamen's Hall; also 13 Houses in Trafalgar-square, Sunderland, subject to a Ground-rent of 5 *l.* per annum. Cash received for Rent of 12 *s.* per annum from the Inmates, and sundry other Receipts (including last year's Balance of 267 *l.* 7 *s.* 2 *d.*), 391 *l.* 5 *s.* 4 *d.* Cash paid for Ground-rent, Insurance, Repairs, Water-rate, and Sundries, 73 *l.* 5 *s.* 7 *d.* Leaving a Balance in the hands of the Trustees of 317 *l.* 19 *s.* 9 *d.*
Rye - - - - -	Three Leasehold Cottages, subject to a Ground-rent of 13 *s.* 4 *d.* per annum. Cash received for Rent of 40 *s.* per annum from the Inmates (including last year's Balance of 14 *l.* 4 *s.* 1 *d.*), 20 *l.* 4 *s.* 1 *d.* Cash paid for Ground-rent, 13 *s.* 4 *d.* Balance in the hands of the Trustees, 19 *l.* 10 *s.* 9 *d.*
Boston - - - - -	Nine Almshouses. Cash received for Rent from Inmates, 8 *l.* Cash paid for Insurance, Water-rate, Repairs (including 1 *l.* 18 *s.* 3 *d.* due to Trustees for last year's Balance), 9 *l.* 5 *s.* 7 *d.* Balance due to the Trustees, 1 *l.* 5 *s.* 7 *d.*
Scarborough - - -	Sixty-seven Dwellings, or Buildings, called the Seamen's Hospital and Trinity House. Bequest of 837 *l.*, Three per Cent. Annuities. Cash received for Dividends, 25 *l.* 2 *s.* 8 *d.* Cash paid to inmates of the Houses, 16 *l.* 16 *s.*; Repairs, Insurance, and Expenses, 19 *l.* 18 *s.* 10 *d.*; Balance due to the Trustees last year, 76 *l.* 11 *s.* 7 *d.*;—together, 113 *l.* 6 *s.* 5 *d.* Balance due to the Trustees, 88 *l.* 3 *s.* 9 *d.*
Whitby - - - -	Fifty Tenements, called Seamen's Hospital Houses. Bequest of 300 *l.*, Three per Cent. Consols. Also, 130 *l.* 1 *s.* 2 *d.*, Three per Cent. Annuities. Cash received for Rent and Dividends (including 4 *l.* 15 *s.* 3 *d.*, last year's Balance), 22 *l.* 8 *s.* 5 *d.* Cash paid, Insurance, Repairs, Coals distributed to Inmates, and Sundries, 24 *l.* 3 *s.* 9 *d.* Balance due to the Trustees, 1 *l.* 15 *s.* 4 *d.*
Liverpool - - -	1,600 *l.* Bonds of the Dock Company of the Town of Liverpool, received from the Committee of the Nelson Fund. Cash received for Interest on Bonds, including 34 *l.* – *s.* 4 *d.* for last year's Balance, 103 *l.* 16 *s.* 11 *d.* Cash paid to 15 Masters and 12 Widows, 69 *l.* 10 *s.* 2 *d.* Balance in the hands of the Trustees, 34 *l.* 6 *s.* 9 *d.*

WAGES AND EFFECTS OF DECEASED SEAMEN.

ACCOUNT of the SUMS received, from the 1st January to the 31st December 1864, for the WAGES and EFFECTS of DECEASED SEAMEN, and of the PAYMENTS made for the same Period.

	£.	s.	d.	£.	s.	d.
Balance in hand on 31st December 1863, as shown in the preceding Account -				62,638	9	3
Amount received in 1864 from the Masters of Vessels, and from the Collectors of Customs in the Colonies, and from Her Majesty's Consuls abroad, for Wages and Effects of 4,283 Deceased Seamen - - - - - - -				27,514	15	5
Interest received on 50,000 *l.* Exchequer Bills - - - - - -				1,514	12	9
				91,667	17	5
Amount paid in 1864 to the Relatives and Representatives of 2,173 Deceased Seamen - - - - - - -	18,078	18	5			
Amount unclaimed, received prior to 1st January 1858, paid into Her Majesty's Exchequer - - - - - - -	8,463	16	6			
				26,542	14	11
BALANCE unclaimed on 31st December 1864 - - £.				65,125	2	6

Particulars of Balance, viz.:	£.	s.	d.
For Cash in the hands of Her Majesty's Paymaster General -	13,636	8	11
For Exchequer Bills - - - - - - - - - -	50,000	–	–
For Advance, to be repaid from the Mercantile Marine Fund -	1,502	17	11
	65,139	6	10
Less, Payments made from the Vote for Relief of Distressed Seamen, to be repaid - - - - - - - - -	14	4	4
£.	65,125	2	6

Board of Trade,
5 May 1865.

H. R. Williams,
Accountant.

James Booth.

MERCHANT SEAMEN'S FUND.

ACCOUNT of the Receipt and Expenditure under the Seamen's Fund Winding-up Act, from 1 January to 31 December 1864; with an Account of the Sums Received and Paid for the Wages and Effects of Deceased Seamen in the Year 1864.

(*Pursuant to Acts* 14 *&* 15 *Vict. c.* 102, *s.* 59, *and* 17 *&* 18 *Vict. c.* 104, *s.* 202.)

Ordered, by The House of Commons, *to be Printed*, 9 *May* 1865.

271.

Under 1 *oz.*

SCURVY IN MERCHANT SHIPS.

RETURN to an Order of the Honourable The House of Commons, dated 23 June 1865;—*for*,

COPY "of CORRESPONDENCE between the BOARD of TRADE and the LOCAL MARINE BOARDS, or other Persons, on the Subject of SCURVY in MERCHANT SHIPS, since the Date of the Sixth Report of the Medical Officer of the Privy Council, dated 1863; together with the RESULTS of any INQUIRIES ordered by the BOARD of TRADE in Cases where SCURVY has been known to exist on board Ship."

Board of Trade, Whitehall, 1865.

T. H. FARRER.

(*Mr. Childers.*)

Ordered, by The House of Commons, *to be Printed*, 23 *June* 1865.

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Copy of Correspondence between the Board of Trade and the Local Marine Boards, or other Persons, on the Subject of Scurvy in Merchant Ships, since the Date of the Sixth Report of the Medical Officer of the Privy Council, dated 1863 - 3

PART II.

Results of Inquiries ordered by the Board of Trade in Cases where Scurvy has been known to exist on board Ship - - - - - - - - - - - 23

Part I.

COPY of Correspondence between the Board of Trade and the Local Marine Boards, or other Persons, on the Subject of Scurvy in Merchant Ships, since the Date of the Sixth Report of the Medical Officer of the Privy Council, dated 1863.

LIST OF PAPERS.

(1864.)			PAGE
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604	1 Feb. - 1865	Mr. Henry Leach, Resident Medical Officer on board the "Dreadnought" Hospital Ship, to Board of Trade - - - - -	9
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(M. 2989.)

Seamen's Hospital Society to Board of Trade.

Seamen's Hospital Society, 86, King William-street, E.C.,
7 November 1864.

Sir,

I am desired by the Committee managing the affairs of this Hospital, to acknowledge, with their thanks, the receipt of your letter of the 1st instant, marked (M. 2932), and enclosing a copy of a report made by inspectors appointed by the Board of Trade on the subject of scurvy on board the ship "Galloway."

The Committee desire me to request that you will be pleased to represent to the Lords of the Committee of Privy Council for Trade, that they feel it to be most important that their Lordships should appoint an officer to inspect all lime-juice taken for use on board ship, in order to ascertain that it is of a proper quality, and that it is conveyed in several vessels of small size, and not, as is too frequently the case, in one cask.

The lengthened experience of this Society leads the Committee to desire very urgently to impress upon their Lordships the importance of such an arrangement.

I have, &c.
(signed) *Kemball Cook*,
Secretary.

The Secretary, Marine Department,
Board of Trade.

(M. 2989.)

Board of Trade to Local Marine Boards of Dundee, Glasgow, Greenock, Hull, Liverpool, London, Newcastle, Shields, and Sunderland.

Board of Trade, Whitehall,
Sir, 6 December 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acquaint you, for the information of the Local Marine Board of Glasgow, that the attention of the Board of Trade has recently been drawn to cases of sea scurvy in the mercantile marine, by the Report of the Medical Officer of the Privy Council, a copy of which is enclosed.

Sent herewith.

The only steps which it appears to be in the power of this Board to take in the matter are as follow: —

1. To suggest the appointment of inspectors under sect. 226 of the Merchant Shipping Act, 1854, by the Local Marine Board. To this section I am, therefore, in the first place, to direct the attention of the Local Marine Board.

It is no doubt the interest of the shipowner as well as of the seamen to secure a sufficient supply of proper and properly stored lime-juice and anti-scorbutics, and whilst it would be impracticable and unnecessary to have these articles inspected on all occasions, it might be desirable to have an inspector whose duty it should be, after consultation with the Superintendent of the Mercantile Marine Office, to make occasional inspections in any cases in which there may be reason to suspect that the lime-juice, medicines, anti-scorbutics, &c., which are being supplied to a ship are bad, or have been put in improper vessels; and to take such further steps as the Act requires.

2. The institution of an investigation in cases of scurvy.

At the present time an inquiry is made by the Superintendent of the Mercantile Marine Office into the circumstances of every death happening on board ship. In addition, the Board of Trade propose that the superintendents shall be instructed to refer every case in which a seaman has died on board from scurvy, or in which he is, when discharged, ill from scurvy, to the medical inspector for investigation; or if there is no inspector at the port, then to report the case to the Board of Trade, when a special inspector might, if necessary, be appointed to investigate it.

If these measures be adopted, it will be necessary for the Local Marine Board to appoint a qualified medical man as inspector, under sect. 226, whose duties will be to make the occasional inspections and investigations mentioned above.

He would be remunerated by fees, to be fixed hereafter.

My Lords would be glad to hear from the Local Marine Board on the subject before any final steps are taken.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Local Marine Board,
Dundee, Glasgow, Greenock, Hull, Liverpool, London,
Newcastle, Shields, and Sunderland.

(M. 3381.)

Hull Local Marine Board to Board of Trade.

Local Marine Board, Hull,
Sir, 13 December 1864.

I AM directed by the Chairman of the Local Marine Board to acknowledge the receipt of your letter of the 6th instant, suggesting the appointment of medical inspectors at the various ports, under the 226th section of the Merchant Shipping Act, 1854, in order to secure a sufficient and proper supply of lime-juice and anti-scorbutics, where necessary for long voyages, and to investigate any cases of scurvy that may seem to demand attention on the termination of any such voyage.

I am

I am directed to state in reply thereto, that the Local Board approves the suggestion, and is prepared to make such an appointment for the port of Hull, since it would be highly inexpedient to incur additional expense, by requiring the attendance of a special inspector from a distance, at any time when circumstances demanding attention arise.

Waiting further instructions in the matter,

I have, &c.
(signed) *H. Corlass*,
Secretary.

The Secretary, Marine Department,
Board of Trade.

(M. 3422.)

London Local Marine Board to Board of Trade.

Local Marine Board, 71 Cornhill,
16 December 1864.

Sir,

I AM directed to acknowledge the receipt of your letter of the 6th instant, referring to an accompanying copy of the Report of the Medical Officer of the Privy Council on Sea Scurvy, and to recent cases of it in the mercantile marine, and also suggesting remedies to prevent it.

I am to state that this Board are of opinion that an assistant to the emigration officer might be appointed as an inspector, and if the Lords of the Committee of Privy Council for Trade concur in such arrangement, the Board would be glad to know the amount of salary for that officer.

It being now clearly understood that the want of vegetable diet is the sole cause of scurvy, and that it matters little whether fresh or salt meat be used, this Board are also of opinion that the present regulation, requiring lime-juice to be issued when the crew have been 10 days consuming salt provisions, is erroneous in principle, and may lead to the inference that salt meat is the cause of scurvy, and, therefore, less attention would be paid to the issue of vegetable food, and providing, as far as practicable, vegetables for sea stock.

The Board also beg to suggest, that unless potatoes, or yams, are issued, lime-juice should be given, whether the meat be fresh or salt; and also that a short treatise on scurvy should be carried in the medicine chest of every foreign-going ship, and that a few simple questions on the subject should be put to all masters when passing their examinations.

I have, &c.
(signed) *John Domett.*

The Secretary, Marine Department,
Board of Trade.

(M. 3445.)

Sunderland Local Marine Board to Board of Trade.

Local Marine Board, Sunderland,
17 December 1864.

Sir,

I AM instructed to acknowledge the receipt of their Lordships' letter of the 6th instant, as to scurvy occurring at sea, and to say that this Board have given it their anxious consideration.

The Board are of opinion that too much care cannot be used to secure the anti-scorbutics being genuine. They see, however, great difficulty in making effective the mode prescribed by the Merchant Shipping Act, 1854, sec. 226, viz., by appointing a medical officer to inspect the stores after being put on board. Unless the inspection be general, it would be throwing a most invidious duty upon the superintendent of the Mercantile Marine Office, to authorise him to select cases for inspection, and the Board are unable to conceive the existence of circumstances which would (except in extreme cases) justify his doing so. It would be sure to create great dissatisfaction, and might expose the superintendent to the suspicion of being actuated by personal antipathies.

If, on the other hand, the inspection were general, the inconvenience would become so great that it would be all but impracticable.

From the practical knowledge which the members of the Board have of the subject, they beg to suggest that there are other difficulties to be overcome before the objects of the Legislature can be accomplished.

One difficulty arises from the lime-juice and lemon-juice being usually supplied in casks of 10 or 12 gallons each, the consequence of which is that when opened the article deteriorates. The remedy for this would be to require it to be supplied in a different form—say, in stone jars containing not more than two gallons each.

Another difficulty arises from the reluctance of the men to use the juice. They take it when served out to them, and make a pretence of using it, but instead of doing so, throw it away.

The Board see no objection to the appointment of a medical officer to institute an investigation in cases where death has happened on board of ships from scurvy. But the number of such ships coming direct to Sunderland is exceedingly small. Almost all call at some other British port before reaching Sunderland. If there be already a medical officer having an appointment in connection with the Royal Naval Reserve, he could easily do all the additional work required.

The Board can testify to the great anxiety of shipowners here to avail themselves of every possible means to prevent scurvy on board of their vessels, and the supplies at Sunderland are furnished by respectable houses, which is probably the best guarantee of genuineness. It might, however, give increased public confidence if licenses were granted to those who furnish the supplies, on condition that their stocks should be open to the inspection of the medical officer.

I am, &c.
(signed) *Robt. Brown*,
Secretary.

The Secretary, Marine Department,
Board of Trade.

(M. 3500.)

Liverpool Local Marine Board to Board of Trade.

Local Marine Board, Sailors' Home, Liverpool,
22 December 1864.

Sir,

I AM directed by the Local Marine Board of this port to acknowledge the receipt of your letter of the 6th instant (M. 2989), and in reply to state that they have investigated the remarks made by the medical officer of the Privy Council, and as far as in their power, they have inquired into the case of each ship on board of which scurvy has occurred during the present year.

Before referring to the result of this investigation, I am directed to refer you to page 18 of the above-named report, in which the medical officer states that 21 of the 86 cases of sea scurvy treated on board the "Dreadnought," in 1863, came from Liverpool ships arriving at London. But the Local Board find that of the 50 cases treated at the Liverpool hospitals, about two-fifths only came from ships belonging to this port, all the other cases coming from ships belonging to other or to foreign ports. Therefore the conclusion to be drawn from the medical officer's report, relative to the number of cases occurring on board Liverpool ships, is incorrect.

The Local Board have also directed me to request the attention of my Lords to the following facts. That the number of sea-scurvy cases sent to the hospitals in the year 1863 was less than one in a thousand as compared with the number of men "paid off" at Liverpool during that year, against three in a thousand in 1858, since which last-named year there has been a marked decrease of cases. Also, that the number of deaths from scurvy occurring at the Liverpool hospitals, and at sea in Liverpool ships, in 1863, amounted to about one in 6,000. In each case of ships, on board which there has been a case of sea scurvy, a proper supply of lime-juice and anti-scorbutics had been supplied. When a deficiency in quantity has occurred, it has arisen either from the unusual length of the voyage, or from their parting with a portion of their stores to ships more

in

in need than themselves. This was the case with every ship on board which scurvy has occurred but one. This ship was the "Phrenologist," belonging to Messrs. Stuart and Douglas, in the African trade. On board this ship there were the greatest number of cases and deaths that have come to the knowledge of this Local Board. They therefore have made special inquiries into the nature and quantity of stores supplied, and find that they were abundant, the lime-juice and vinegar being double the quantity required by law, and obtained from a firm of respectability and experience. The medicine chest was also made up by a practitioner of the greatest experience of the requirements of the African trade of any one in Liverpool. So that in this case, as well as in all others, the circumstances giving rise to sea scurvy must have arisen from sources which no human foresight could have prevented.

The Local Board have therefore directed me to state that it is their opinion that the appointment of a medical inspector is unnecessary. That in no case that has come under their investigation would the interference of such an officer have tended in the least to have mitigated the disease; and independently of unnecessary expense would tend injuriously to interfere with the business of this port.

I am, &c.
(signed) *John Thomas Towson,*
Secretary.

The Secretary, Marine Department,
Board of Trade.

(M. 3510.)

Newcastle Local Marine Board to Board of Trade.

Local Marine Board Office, Newcastle,
23 December 1864.

Sir,

I HAVE the honour to forward to you herewith a copy of the minutes of a meeting of the Newcastle Local Marine Board, held to-day.

I have, &c.
(signed) *Wm. Storey Whitfield,*
Secretary

To the Secretary, Marine Department,
Board of Trade.

(Enclosure.)

At a Meeting of the Newcastle Local Marine Board, held the 23d December 1864.

PRESENT:—

R. B. M'Allum, Esq. (in the Chair); Joseph Carr, Esq., and R. B. Sanderson, Esq.

THE letter of the Board of Trade, dated 6 December 1864 (No. M. 2989), was read by the secretary, who also read an extract from a copy of the Report of the Medical Officer of the Privy Council on cases of sea scurvy, which copy of report accompanied the letter of the Board of Trade, and to which the letter referred. . . . The Board of Trade suggested the appointment of a medical officer under s. 226 of the Merchant Shipping Act, 1854, to make occasional inspections of the lime-juice, medicines, &c., on board ships, or which are being supplied to ships.

After a consideration of the whole matter, it was moved by Joseph Carr, Esq., and seconded by R. B. Sanderson, Jun., Esq., and unanimously resolved,—

That from the way in which the Tyne ships are supplied with provisions, medical stores, &c., cases of scurvy rarely occur on board of them, and that the appointment of an inspector is not necessary for this district.

This Board respectfully recommends to the Board of Trade that an order should be issued to make it compulsory that all lime-juice should be packed in glass bottles, and that so soon as the crew of a ship bound to or from beyond the Cape of Good Hope, or Cape Horn, shall have been on salt provisions 20 days, a mess of preserved soup or bouilli should be served out once a week, and that each seaman should be supplied with half a pint of rum twice a week; and further, that each seaman should be supplied with one ounce of mustard per week, as in the experience of this Board this has been found an effective remedy against scurvy.

R. B. M'Allum, Chairman.

(M. 3517.)

Glasgow Local Marine Board to Board of Trade.

Local Marine Board, Glasgow,
23 December 1864.

Sir,

At a meeting of this Board held here yesterday, I was directed to acknowledge receipt of your communication of 6th instant, suggesting certain means to be adopted for the prevention of sea scurvy in the mercantile marine, and requesting the opinion of this Board thereon; and I am to state, that while this Board are desirous of carrying out the suggestions of their Lordships in such a matter, this Board are of opinion, (1) that there is no necessity for an inspection of lime-juice, &c., &c., at this port by a medical officer, as there have been no complaints made here on the subject, and as it appears from the Report on Health by the medical officer of the Privy Council, accompanying their Lordships' letter, that there have been only two cases of scurvy in Glasgow ships, and these both exceptional cases, in which the vessels had been long at sea, as a reference to the Appendix to said Report will show; and (2) with reference to the appointment of an inspector to investigate cases of death and illness from scurvy in ships arriving in the Clyde, this Board consider that the best course to be adopted in the meantime would be, that the superintendent at Glasgow should be instructed to report any such case to this Board; and if such a case were reported, it would then be for this Board to consider whether the case was of such a nature as to require to be remitted to a medical inspector; and on such a case arising, to consider as to the appointment of such an officer; and the Board respectfully suggest that this course should be followed by the other Local Marine Boards.

I have, &c.
(signed) *J. Muirhead*, Secretary.

The Secretary, Marine Department,
Board of Trade.

(M. 3550.)

Sunderland Local Marine Board to Board of Trade.

Local Marine Board, Sunderland,
28 December 1864.

Sir,

Referring to your letter of the 6th instant, and our Board's reply thereto, I am instructed to add that at the Board meeting to-day one of the members—a large shipowner—intimated that his firm had had numerous deaths from scurvy until they adopted the use of citric acid, since which they have never had a death.

I annex their letter showing how it is used.

I am, &c.
(signed) *Robert Brown*,
Secretary.

The Secretary, Marine Department,
Board of Trade.

(Enclosures.)

(M. 3550.)

Yellow Metal and Copper Warehouses.

Wellington Iron Works, Sunderland,
28 December 1864.

Dear Sir,

Referring to our favour this morning, our Captain, Thomas Moore, who has been with us 12 years, stated he never had a case of scurvy, and one instance was 151 days to Calcutta. Captain Moore always used the citric acid as follows:—4¼ ounces of citric acid to a gallon of water, with sufficient sugar, the crew getting half an ounce of the above mixture with half an ounce of sugar daily per man.

Yours, &c.
(signed) *W. Nicholson & Sons.*

R. Brown, Esq.

(M. 3350.)

Yellow Metal and Copper Warehouses.

Wellington Iron Works, Sunderland,
28 December 1864.

Dear Sir,

We hand you the particulars how the lime-juice is mixed, viz. :—

Lime-Juice:—Take citric acid, 11½ drachms; water, one pint; essence of lemon, a few drops. Mix.

And we have found for several years it fully answers the purpose.

The lime-juice will not keep for any length of time. A ship of ours lately sailed to the East Indies ordered 12 lbs. of citric acid instead of lime-juice.

We have several ships trading constantly to the West Coast of South America, and formerly the prevalence of scurvy was very general, but now that we put citric acid on board, and also a larger supply of preserved meats, vegetables and potatoes, we now never hear of any cases of scurvy occurring.

We are, &c.

Robert Brown, Esq. (signed) *Wm. Nicholson & Sons.*

(M. 7.)

Dundee Local Marine Board to Board of Trade.

Office of Local Marine Board, Dundee,
29 December 1864.

Sir,

I am desired by this Local Marine Board to acknowledge the receipt of your letter of the 6th instant, on the subject of scurvy among seamen in the mercantile marine service, and transmitting copy of a Report by the Medical Officer of the Privy Council.

The Local Board having fully considered the subject referred to in your letter, are of opinion that it is one of much importance, and concerns both the shipowner and the seaman. At Dundee there are comparatively few vessels trading to those parts of the world, where, according to the present regulations, ships are required to be supplied with anti-scorbutics, and that being the case the Local Board consider the appointment of an inspector unnecessary; but they would recommend that masters of vessels clearing for voyages, on which the law requires such articles to be carried, should be required to produce to the Superintendent of the Mercantile Marine Office, a certificate from a respectable chemist, that he has supplied the ship with the quantity of lime or lemon juice, &c., of best quality, corresponding to the voyage, and that they have been properly stored in the vessel.

If my Lords should see fit to sanction this proposal, this Board would take the necessary steps for making it known to the parties whom it might concern.

I have, &c.

The Secretary, Marine Department. (signed) *G. Jack*, Secretary.

(M. 604).

H. Leach, Esq., to Board of Trade.

Hospital Ship "Dreadnought," S.E.,
1 February 1865.

Sir,

I have the honour to enclose certain Reports on Scurvy, with suggestions for the prevention of that disease in the mercantile marine, and shall be greatly obliged, if, at your convenience, you will do me the favour to bring the subject before the notice of the Board.

I have, &c.
(signed) *Harry Leach*,
Resident Medical Officer.

T. H. Farrer, Esq.,
Secretary, Marine Department,
Board of Trade.

(Enclosure.)

SCURVY.

REASONS for bringing the Subject forward.

(1). BECAUSE the disease called scurvy is undoubtedly preventable.

(2). Because no diminution of this disease has taken place during the last 12 years.

(3). Because the disease is, in many cases, permanently fatal to health; in all cases temporarily so in a cruel degree, and in all cases endangering life by leaving vessels short-handed.

(4). Because it is manifestly to the interests of owners and underwriters to assist in abolishing this disease from the Merchant Navy.

In re Reason (1):—

(*a*). Scurvy, as a recognized disease, has, for the last 60 years, been wholly absent from the Royal Navy.

(*b*). Two or three lines of ships trading from the Port of London to the East Indies, China, and Australia, never have cases of scurvy on board, though all circumstances of wind and weather, time and place, affect those lines of vessels equally with others.

(*c*). The captain and officers of all vessels invariably escape this disease.

In re Reason (2):—Reference to Appendix (A.) will show this to be the case.

In re Reason (3):

(*a*). During the last two years the following cases, among others, have occurred in this hospital:—

(1st). Joseph Fieldman, admitted 7th January 1864, died 3d February 1864. Post-mortem examination showed all organs of body perfectly healthy, and that the patient died from excessive anomia caused by this disease.

(2d). Luther Fenner, admitted 12th April 1864, tranferred from medical to surgical deck for scorbutic disease of ancle joint; still in hospital (January 1865), a stiff joint being now the most favourable result possible.

(*b*). Patients suffering from this disease are continually hoisted on to the deck of the "Dreadnought" in a state of utter helplessness and exhaustion, the intensity of which cannot be compared to any phase of other maladies; unable, from the swollen and bleeding condition of gums, to take any but liquid food for some time after entry.

(*c*). Reference to Appendix (B.) will show the numbers of officers and crew of certain ships, with proportion of latter, affected with scurvy, and thus prove how much the total manual power of a ship's company is weakened.

In re Reason (4):—Reference to Appendix (B.) will show that a ship's crew is sometimes deprived of from 12 to 90 per cent. of hands, thus diminishing her rate of progress in fair, and endangering it in foul, weather, involving thereby risk to cargo and vessel.

CAUSES DIRECT.

(1). Bad lime and lemon-juice.
(2). Disinclination of crews to drink either regularly.

CAUSES INDIRECT.

(1). Bad water.
(2). Bad meat.

In re Cause (1) Direct:—Positive evidence as to the quality of lime or lemon-juice carried by ships importing scurvy cannot be obtained. Captains and mates are frequently asked for samples of the juice served out during the passage home, and invariably fail to send it, or forward a sample of lime or lemon-juice direct from agents.

In one instance only during the last two years has the juice been obtained (from one of the crew), which sample was analyzed by order of your Board, and found to be very bad.

Presumptive

Presumptive evidence as to the bad quality of the juice used is irresistibly strong:—

(*a*). Patients continually assert that they could not drink the lime or lemon-juice, because it was so very bad.

(*b*). Patients (without exception) assert that the juice given to them on board this ship is far better than that served out to them during their last voyage.

(*c*). Appendix (C.) will show how greatly lemon-juice is adulterated at Liverpool.

In re Cause (2) Direct:—

(*a*). Captains and mates of vessels give voluntary and positive evidence as to carelessness and disinclination of their crews in taking lime and lemon-juice.

(*b*). Patients admitted here assert that they took it, "perhaps once a week," "perhaps once a month," "sometimes not at all, or until after scurvy had appeared."

Summary of Direct Causes.—Appendices (D.) and (E.), and the Summary thereof, will show that the existence of these two causes in most vessels, together with the total absence of lime or lemon-juice in others, originated nearly 7-8ths of the cases of scurvy recorded in these lists.

In re Cause (1) Indirect:—A certain proportion of cases of scurvy are greatly aggravated by want of a proper supply of good water, causing rain water to be extensively used during the passage home. This latter, from the absence of certain salts necessary to health, is very unwholesome when used for a length of time without vegetables or fresh provisions of any kind.

In re Cause (2) Indirect:—Complaints are constantly made as to the quality of beef and pork provided on merchant ships, but no positive evidence can be adduced in proof of these statements. If true, this is quite sufficient to aggravate cases of scurvy in a very great degree, as the present mode of salting meat is faulty in many respects, and the manner of preparing it for cooking on board ship still more so; for, by getting rid of the layer of brine in which the meat is encrusted, that part containing the greatest proportion of anti-scorbutic material is removed.

General Particulars.

Reference to Appendix (F.) will show that nearly all cases of scurvy are received out of ships arriving from ports east of the Cape.

The average commencement of the disease is from 60 to 70 days after leaving port, so that many outbreaks of scurvy occur between the Cape and St. Helena.

Commanders of ships, with full knowledge of the existence of scurvy on board, run past St. Helena, Ascension, and the Western Islands.

Remedies proposed for Cause Direct, No. 1.

By insertion of clauses in "The Merchant Shipping Act."

That a medical inspector be appointed at all ports of Great Britain from which vessels proceeding east of the Cape sail.

That his duties shall consist in testing and analyzing all lime and lemon-juice about to be shipped for the use of the crews of the said vessels, it being certified that such lime or lemon-juice about to be examined has finally passed from the supplier to the owner of the said vessels.

That he shall reject all lime or lemon-juice found to be adulterated and not mixed with the regulated proportion of spirit as hereinafter to be mentioned.

That a supply of lime or lemon-juice mixed with a proportion of spirit hereinafter to be mentioned, in bottles containing not more than one gallon each, sufficient for 12 months' consumption (according to number of crew), be placed on board every vessel before leaving dock.

That no vessel classed under this clause be allowed to leave dock without a certificate from the medical inspector that the said lime or lemon-juice has been examined and approved by him.

Remedies proposed for Cause No. 2.

That a proportion of rum (S.G. ·890) or brandy (S.G. ·930), equal to at least 15 per cent. of the mixture, be added to all lime or lemon-juice shipped for the use of crews of vessels proceeding east of the Cape.

That one ounce of this mixture, with one ounce of sugar, be served out daily to each man during the voyage, commencing 10 days after the departure of the vessel from port.

(This clause to supersede that part of sect. 18, c. 112, of the Merchant Shipping Act to which it refers).

Appendix (A)

CASES of SCURVY from 1852 to 1863.

YEARS.	IN-PATIENTS.	CASES OF SCURVY.	PER THOUSAND.
1852	2,294	Number of Cases 51 - - 1 in 45	22
1853	2,524	„ 63 - - 1 „ 40	25
1854	3,007	„ 124 - - 1 „ 24	42
1855	2,171	„ 159 - - 1 „ 13	75
1856	1,907	„ 91 - - 1 „ 21	47
1857	1,877	„ 77 - - 1 „ 24	42
1858	1,979	„ 77 - - 1 „ 26	38
1859	1,807	„ 90 - - 1 „ 20	50
1860	1,721	„ 77 - - 1 „ 22	45
1861	2,285	„ 99 - - 1 „ 23	43
1862	1,880	„ 64 - - 1 „ 29	35
1863	2,034	„ 86 - - 1 „ 23	43
	25,486	„ 1,058 - - 1 „ 24	42

Appendix (B.)

SHIP.	Number of Officers and Crew.	Number affected with Scurvy.	Proportion per Cent.
1863:			
Fortuna, foreign	8	2	25
Emperor	13	5	38
Cuba, foreign	15	3	20
Tamer	21	4	25
Branca	36	7	20
Earl Canning	21	9	43
Paunjaub	24	7	20
Bengollyn	38	8	21
Salo, foreign	9	14	70
1864:			
General Wyndham	22	4	20
Childwickburgh	29	14	50
Susan Horiland	25	6	25
Nimrod	25	3	13
Westward Ho	19	4	20
Royal Alice	22	6	35
Aries	11	10	99
Aurora Australis	16	2	12
Mentor	22	2	9
Marion	20	4	20
Minnehaha	22	4	16
Stambould	25	4	18
War Spirit	26	3	12
Ardencraig*	18	12	75
Chaterango	11	3	30
Tamer*	16	3	20
Anna Decatuer	24	3	12

* These ships brought home cases of scurvy last year.

Appendix (C.)

Spurious Lime-juice.

To the Editor of the "Times."

Sir,

I HAVE read in your paper of to-day a letter from Mr. Harry Leach, resident medical officer, hospital ship "Dreadnought," in which he states that he has been constantly told by patients under treatment for scurvy "that they would not or could not drink the lime-juice served out during the voyage because it was so bad," and suggests that the lime-juice used in the merchant service should be mixed with spirits, and he thinks if this was done cases of scurvy would become less frequent. I am afraid that the remedy he suggests would not be sufficient. It is quite true that lime or lemon-juice, unfortified with spirits, will not keep during a long voyage or in a hot climate; for that reason, all genuine lime-juice imported into this country by those who understand the trade, or that is manufactured from lemons in this country, is fortified with five or six per cent. of spirits, and if carefully prepared will retain all its anti-scorbutic qualities for a number of years in any climate. But a large quantity of so-called lemon-juice which is supplied to ships going on long voyages contains no juice of the lemon; it is manufactured in this country from tartaric and other acids, at a cheap cost, and flavoured with essence of lemon to imitate the genuine article. I have had many samples analyzed and found them to be so made up. No mixture with spirits would make such compounds anti-scorbutic, though it might make them palatable to seamen. Those who import genuine lemon-juice, carefully prepared, know to their cost the correctness of what I say. They are prevented from obtaining a fair profit on their importations by the competition of the cheap and spurious article.

It is notorious that, in Liverpool, large quantities of the spurious article are manufactured and sold for ship's stores for the use of ship's crews and emigrants. Such being the case, it is a wonder that scurvy is not more prevalent than it is. If owners and captains of vessels going on long voyages would take some trouble to ascertain that the lemon-juice supplied to them is genuine, as well as fortified with spirits, and the Government inspectors when passing stores for the use of emigrants would test it by a chemical analysis, seamen and others would not have cause to complain that they cannot use lemon-juice, and scurvy would be almost unknown on board ship.

I enclose my card, and am,

Your obedient Servant,

Liverpool, 26 August. (signed) *W. F.*

Appendix (D.)

NAME.	SHIP.	Of what Port.	Days at Sea.	From	Quality of — as reported by Patients.			Dates of Admission.
					Lime-juice,	Water,	Meat,	
								1863:
Roberts, John	Europa	Bath, W. S.	—	Calcutta	Good	—	Good	3 Jan.
Mitchell, Joseph	Veteran	Liverpool	127	Bombay	ditto	Bad	ditto	3 —
Williams, Henry	Assyrian	Aberdeen	129	Shanghai	ditto	Good	ditto	2 —
Tate, Henry	Veteran	Liverpool	127	Bombay	ditto	Bad	ditto	3 —
Quirk, Benjamin	ditto	ditto	127	ditto	ditto	ditto	ditto	3 —
Darghty, Bernard	ditto	ditto	127	ditto	ditto	ditto	ditto	3 —
Andrews, Henry	Bosworth	Sunderland	165	Calcutta	None	ditto	Short allowance	6 —
Jones, James	Jane Leech	Liverpool	139	ditto	Good	ditto	Good	6 —
Donovan, Dennis	Bosworth	Sunderland	167	ditto	None	ditto	Short allowance	7 —
Grey, James	Pegasus	Liverpool	135	Shanghai	Bad	ditto	—	8 —
Bellboning	Peeress	London	—	Madras	None	Good	—	11 —
Everson, James	Bonnie Dundee	Liverpool	—	Calcutta	—	Bad	Good	11 —
Walter, Rodolph	Glinosa	London	138	Tutioorin	Good	Good	ditto	14 —
Homuth, Carl	Delphin	Rostock	—	Minititlan	—	—	—	30 —
Nicholas, John	Wave of Life	Aberdeen	140	Melbourne	Bad	Bad	Bad	2 Feb.
Alier, George	Revenue	Jersey	127	Calcutta	None	ditto	ditto	10 —
Zander, Philip	Frega	Hamburgh	—	Bombay	ditto	—	—	26 —
Whincup, George	Continental	Bombay	—	ditto	ditto	Condensed	Good	1 Mar.
Assaman	Donald M'Kay	Liverpool	—	Batavia	ditto	—	—	6 —
Hamilton, James	Northumbria	Newcastle	120	Madras	Bad	Good	Good	20 —
Evison, John	Mahratta	Liverpool	110	Calcutta	Good	Bad	ditto	20 —

NAME.	SHIP.	Of what Port.	Days at Sea.	From	Quality of (as reported by Patients.) Lime-juice,	Water,	Meat,	Dates of Admission.
								1863:
M'Crindle, Thomas	Speedy	London	130	S. America	Good	Bad	Good	22 Mar.
Ross, William	Eudora	Sunderland	130	Shanghai	Little and bad	Good	Bad	1 April
Braden, William	Isabella	Boston	134	Calcutta	None	Bad, and rain	Good	5 May
Allen, Richard	ditto	ditto	134	ditto	ditto	ditto	ditto	5 —
Peutar, George	Jumna	London	120	Persian Gulf	Good	Very bad	Very good	31 —
Serphein, William	Polonaise	Glasgow	128	China	Little	Good	Bad	3 June
Schulty, Osten	Henrietta	Hamburgh	96	Buenos Ayres	None	—	—	10 —
Reilly, William	Virgilia	Shields	107	Colombo	Bad	Bad	—	12 —
Eller, Mousen	ditto	ditto	120	ditto	Good	Bad, and rain	—	12 —
Noton, James	Gala	Glasgow	180	Kurrachee	—	Good	Bad	3 —
Maloney, James	Menzies	Liverpool	140	Colombo	Very bad	ditto	Good	23 July
Sheppard, Charles	ditto	ditto	140	ditto	ditto	ditto	ditto	24 —
Kulbrow, Otto	Welhelmsburg	Hamburgh	143	Penang	None	ditto	ditto	19 Aug.
Berndorf, James	ditto	ditto	143	ditto	ditto	ditto	ditto	19 —
Stevens, Harry	ditto	ditto	143	ditto	ditto	ditto	ditto	20 —
Aalas, Wilhelm	ditto	ditto	143	ditto	ditto	ditto	ditto	20 —
Michel, Gustaf	ditto	ditto	143	ditto	ditto	ditto	ditto	20 —
Steward, George	Alice Ritsen	Sunderland	135	Calcutta	—	ditto	ditto	28 —
Glenge, William	Horizon	Liverpool	146	ditto	Good; but patient did not take it.	ditto	ditto	28 —
Lyach, William	Sultana	ditto	124	Colombo	Bad	ditto	ditto	2 Sept.
Ready, Michael	Ameliora	Blyth, near Sunderland.	71	Taganrog	None	Half rations	ditto	7 —
Hansen, Frederick	Calcutta	Plymouth	126	Tulicorin	Good	Chiefly rain	ditto	27 —
Harrison, William	Crimea	Kentucky	135	Rangoon	None	Bad	ditto	2 Oct.
Shaw, William	Iona	London	60	Lagos	Good	ditto	ditto	2 —
Ried, James	Laventa	Limekilns, Leith	70	Porto Rico	ditto	Good	—	5 —
Fudge, John	Flying Spur	London	126	Foo-Chow-Foo	ditto	Condensed	Good	7 —
Welas, Charles	Lam	United States, A.	135	Akyab	None	Good	—	8 —
Gillies, Hugh	Challenger	London	126	Shanghai	Good; half rations	ditto	Good	20 —
Linstrom, Augusta	ditto	ditto	126	ditto	ditto	ditto	ditto	24 —
Jones, Charles	ditto	ditto	126	ditto	ditto	ditto	ditto	26 —
Haem, Peter	Shakespeare	Annan, Solway Firth.	131	Foo-Chow-Foo	—	ditto	ditto	31 —
Buer, John	Tortuna	Oldenburgh	100	Lagos	None	ditto	ditto	4 Nov.
Herring, William	Emperor	Sunderland	160	Shanghai	Good	ditto	ditto	6 —
Baker, James	ditto	ditto	160	ditto	ditto	ditto	ditto	6 —
Taylor, William	ditto	ditto	160	ditto	ditto	ditto	ditto	6 —
Fredericks, Herman	A. Busgid	Hamburgh	56	San Domingo	None	ditto	ditto	7 —
Jassen, Augusta	ditto	ditto	56	ditto	ditto	ditto	ditto	7 —
Miller, Peter	Cuba	ditto	71	Mauritius	ditto	ditto	Bad	7 —
Smith, James	Tamar	London	125	Kurrachee	—	Bad	Good	9 —
Owen, Thomas	Bianca	Liverpool	124	Calcutta	—	Half rations	Half rations	11 —
Wiggins, William	Tamar	London	125	Kurrachee	Did not take it	Bad	Good	11 —
M'Donald, Thomas	Earl Canning	Liverpool	150	Akyab	None from 6° S. latitude.	Good	—	15 —
Curran, William	Punjaub	London	149	Kurrachee	Did not take it	ditto	Good	18 —
Barron, George	Ardencraig	Liverpool	110	Mauritius	Bad	Bad	Bad	1 July.
Pope, Thomas	ditto	ditto	110	ditto	ditto	ditto	ditto	1 —
Driscoll, John	ditto	ditto	110	ditto	ditto	ditto	ditto	1 —
Smith, Thomas	ditto	ditto	110	ditto	ditto	ditto	ditto	1 —
Theissan, John	Henritta	Hamburgh	96	Buenos Ayres	None	—	—	9 June.
Rennie, David	Bengollyn	Liverpool	165	Calcutta	Bad	—	Bad	24 Nov.
Templeton, John	Charlotte and Jane.	London	150	Cochin	Taken irregularly.	Good	ditto	3 Dec.
Petter, Johan	Java	Stockholm	—	—	—	—	—	16 —
Moignord, John	Blue Jacket	Liverpool	115	Calcutta	Good; only half rations given.	Condensed	Bad	26 —
Sankonen, Jacob	Salo	Weaborg	117	Kurrachee	Good; taken irregularly.	Bad; rain	Good	27 —
Laitrom, August	ditto	ditto	117	ditto	ditto	ditto	ditto	27 —
Tuama, Jacob	ditto	ditto	117	ditto	ditto	ditto	ditto	27 —
Rmst, Isaac	ditto	ditto	117	ditto	ditto	ditto	ditto	27 —
Galenen, Johan	ditto	ditto	117	ditto	ditto	ditto	ditto	27 —
Kramsen, Andrew	ditto	ditto	117	ditto	ditto	ditto	ditto	27 —
Renna, Johan	ditto	ditto	117	ditto	ditto	ditto	ditto	27 —
Glaan, Agst	ditto	ditto	117	ditto	ditto	ditto	ditto	27 —
Hildumen, Harry	ditto	ditto	117	ditto	ditto	ditto	ditto	27 —
Herman, Henrie	ditto	ditto	117	ditto	ditto	ditto	ditto	27 —
Palk, Andrew	ditto	ditto	117	ditto	ditto	ditto	ditto	27 —
Heikinen, Abel	ditto	ditto	117	ditto	ditto	ditto	ditto	27 —
Rice, Genge	Hannah	London	128	Madras	Good	Good	ditto	30 —

Appendix (E.)

NAME.	SHIP.	Of what Port.	Days at Sea.	From	Quality of: Lime-juice, as reported by Patients.	Quality of: Water, as reported by Patients.	Quality of: Meat, as reported by Patients.	Dates of Admission.
								1864:
Fuldman, John	Commissary	Bridgewater	110	Santa Anna	Bad	-	Short rations, 30 days.	7 Jan.
Crauford, Thomas	Nimrod	London	116	Madras	-	Good	-	15 –
Warren, Joseph	Royal Alice	Liverpool	140	Calcutta	Good	Bad, and rain	Good	12 –
Norman, William	Dumfield Castle	London	125	Madras	Did not take it	Good	ditto	16 –
Starrington, John	Emily Farnham	Chatham, U. S.	135	Calcutta	None	Bad	Bad, and rain	18 –
Ward, Thomas	ditto	ditto	135	ditto	ditto	ditto	ditto	18 –
Kelly, John	ditto	ditto	135	ditto	ditto	ditto	ditto	18 –
Folly, John	ditto	ditto	135	ditto	ditto	ditto	ditto	18 –
Nelson, Henry	Westward Ho!	Appledue	140	Kaiachi	-	ditto	Good	20 –
Fusling, Andrew	Clyde	London	–	-	-	-	-	21 –
Mattissen, Hans	Brilliant	Hamburgh	137	Guatemala	None	Bad, and rain	Good	27 –
Perin, James	Rose Standish	Boston, U. S.	165	Calcutta	ditto	Bad	Bad	22 Feb.
Findlater, William	Art Union	London	133	ditto	Good	-	Good	23 –
Gilbs, William	Susan Horiland	Boston, U. S.	156	ditto	Half rations	Good	ditto	5 Mar.
Backwell, John	Childwickbury	London	142	ditto	Half rations; bad	Bad	ditto	10 –
Alcott, Thomas	Humber	ditto	–	ditto	-	-	-	11 –
Swan, Andrew	General Wyndham.	ditto	145	Madras	Bad	Bad	-	14 –
O'Brien, William	Childwickbury	ditto	142	Calcutta	Half rations; bad	ditto	Good	15 –
Watson, Robert	Leamington	Liverpool	–	ditto	-	-	-	16 –
James, Matthias	Childwickbury	London	142	ditto	Half rations; bad	Bad	Good	18 –
Sutton, James	Cornwallis	ditto	129	Batavia	-	ditto	ditto	7 April
Cooper, Robert	Columbus	Liverpool	139	Calcutta	Did not take it	Good	ditto	18 –
Fenner, Luther	Childwickbury	London	142	ditto	Half rations; bad	Bad	ditto	12 –
Garth, John (died)	Elizabeth Ann	Sunderland	–	Colombo	-	-	-	18 –
Shea, Michael	Sir Robert Seppings.	London	–	Madras	-	-	-	20 –
Miller, John	Aries	Whitehaven	104	Mauritius	None	Half rations and rain.	Bad	30 –
Gordon, Frederick	Rachel Lattinger.	Newport	123	Cochin	Good	Good	Good	13 May.
Shand, Adam	Oithona	London	105	Shanghai	ditto	Bad	ditto	14 –
Nee, Genet	Aurora Australis	ditto	113	ditto	ditto	ditto	ditto	23 –
Element, Joseph	Nile	Plymouth	135	Bombay	Did not take it	Good	ditto	7 June.
Fulham, James	Mentor	New York	142	Callao	None	Chiefly rain	ditto	4 July.
Brown, Thomas	Mariner	London	153	Colombo	-	Rain	Bad	26 –
O'Horan, Patrick	-	Sunderland	158	Kaiachi	Good	Rain	Good	27 –
Thompson, Robert	Minnehaha	Glasgow	134	Moulmein	Bad; did not take it.	Good	Bad and good	17 Aug.
Edwards, Charles	Stamboul	London	150	Bombay	Good; did not take it.	ditto	Good	29 –
Anderson, Hans	ditto	ditto	150	ditto	ditto	ditto	ditto	29 –
Holdsworth, Peter	War Sprite	Bridgewater	151	Calcutta	-	Condensed	Bad	1 Sept.
	ditto	ditto	151	ditto	ditto	ditto	ditto	1 –
Vincent, Robert	ditto	ditto	151	ditto	ditto	ditto	ditto	1 –
Antonio, Manuel	Altava	Lisbon	150	Bahia	None	Good	ditto	2 –
Suares, Bents	ditto	ditto	150	ditto	ditto	ditto	ditto	2 –
Borges, Francisco	ditto	ditto	150	ditto	ditto	ditto	ditto	2 –
Joa, Antonio	ditto	ditto	150	ditto	ditto	ditto	ditto	2 –
Joa, Francisco	ditto	ditto	150	ditto	ditto	ditto	ditto	2 –
Sonuis, Antonio	ditto	ditto	150	ditto	ditto	ditto	ditto	2 –
Devell, Joseph	Ganges	Liverpool	130	Calcutta	-	ditto	Good	2 –
Lendberge, Alfred	East Lothian	Leith	96	Port Louis	-	-	-	2 –
Weber, Joshua	Rauha	Nieusladt	30	Nieusladt	None	Good	-	3 –
Green, Wilhelm	Ardencraig	Liverpool	131	Colombo	Very bad	ditto	Good	5 –
Vormay, Nicholas	ditto	ditto	131	ditto	ditto	ditto	ditto	5 –
Britt, John	Chaturanga	Sunderland	145	Calicut	-	Partly rain	ditto	5 –
Gnoer, Richard	Caroline Agnes	London	125	Bombay	Bad; little taken	Good	ditto	7 –
Plowman, Charles	Arma Dacatur	Portsmouth, U.S.	–	Akyab	None	Rain	-	7 –
Ross, Henry	Royal Visitor	Liverpool	150	Calcutta	None for last eight weeks of passage.	Bad, and rain	Good	16 –
Tatty, Thomas	Exodus	ditto	141	Akyab	Bad; did not take it.	Bad	ditto	21 –
Nelson, Louis	Token	Jersey	85	Lorgos	-	Bad, and rain	ditto	26 –
Breman, Thomas	Jane Frances	London	195	Rangoon	Very little given	ditto	ditto	28 –
Melville, John	ditto	ditto	195	ditto	Bad; none for half passage.	Good	ditto	28 –
Grady, John	Token	Jersey	85	Lorgos	Good	Bad, and rain	ditto	30 –
Corkell, Robert	Express	Liverpool	125	Calcutta	Did not take it	Rain	Bad	29 July.
Antonio, Jose M.	Glen Forth	London	–	Madras	-	-	-	13 Sept.
Peters, Andrews	Oaklands	Liverpool	147	Callao	-	Rain	Good	22 July.
Holbrook, Theodar	Albuera	London	135	Manilla	Good	Good; half rations for the time.	ditto	17 Oct.
Dunham, William	Akbar	ditto	–	Penang	-	-	-	17 –
Fargarho, Olof	Galloway	Liverpool	145	Calcutta	Bad	Bad	Very bad	18 –
Cainey, Peter	ditto	ditto	145	ditto	None during last week.	ditto	ditto	18 –

NAME.	Ship.	Of what Port	Days at Sea.	From	Quality of Lime-juice, as reported by Patients.	Quality of Water, as reported by Patients.	Quality of Meat, as reported by Patients.	Dates of Admission
								1864:
Cavendish, William	Galloway	Liverpool	145	Calcutta	None during last week.	Bad	Very bad	18 Oct.
Hutchinson, Andrew	ditto	ditto	145	ditto	ditto	ditto	ditto	19 —
Williams, Lewis	ditto	ditto	145	ditto	ditto	ditto	ditto	19 —
Shannon, John	ditto	ditto	145	ditto	ditto	ditto	ditto	19 —
Johnson, Peter	Cosmopolitan	London	150	Rangoon	Very little given.	Rain	Bad	25 —
Clossen, John	Queensland	Merimachie	21	St. John's, Newfoundland.	None	Good	—	25 —
Torg, Jacob	Hurricane	London	120	Calcutta	Bad; short rations.	Bad	—	27 —
Thompson, Peter	Shalimar	Liverpool	131	ditto	Good; taken irregularly.	Condensed	Good	27 —
Mainpinn, Garowen	Pegasus	ditto	137	Shanghai	Good	Good	Very bad	19 Nov.
Gainhill, Charles	Bianca	ditto	102	Calcutta	Very bad	Bad	ditto	28 —
Greig, Andrew	Star of China	Aberdeen	127	Foo-Chow-Foo	Bad	ditto	Good	24 —
M'Kay, John	Coldstream	London	110	Madras	Good; did not take it.	Condensed and brackish.	ditto	30 —
Heny, Norton	Richard Rylands	Liverpool	120	Calcutta	Bad	Rain	ditto	26 —
Ross, David	Tamar	London	127	Karachi	ditto	Good	ditto	6 Dec.
Heartin, Agatha	Alexander	Stockholm	164	Bassien	Good; did not take it.	Bad	ditto	27 —
Romeo, Laurence	Philomela	Workington	142	Foo-Chow-Foo	Did not take it	Good	ditto	30 —
Hamilton, William	Chanticleer	North Shields	150	Hong Kong	Not taken regularly.	ditto	ditto	13 —

Summary of Appendices (D.) and (E.)

1863.

Number of cases in which the lime or lemon-juice was declared bad, and taken irregularly	35
Number of cases in which no lime or lemon-juice was given	23
Number of cases in which good lime or lemon-juice was declared to have been given	20
Number of cases in which no exact history can be obtained	8
	86

1864.

Number of cases in which the lime or lemon-juice was declared bad, and taken irregularly	42
Number of cases in which no lime or lemon-juice was given	18
Number of cases in which good lime or lemon-juice was declared to have been given	9
Number of cases in which no exact history can be obtained	14
	83

Appendix (F.)

1863.

Number of patients affected with scurvy belonging to vessels from ports east of the Cape	75
Number of patients belonging to vessels from ports in America or the West Indies	7
Of these latter the number totally unprovided with lime or lemon-juice was	4

1864.

Number of patients affected with scurvy belonging to vessels from ports east of the Cape	66
Number of patients belonging to vessels from ports in America or the West Indies	10
Of these latter the number totally unprovided with lime or lemon-juice was	8

(M. 604.)

Board of Trade to Mr. *Leach.*

Board of Trade, Whitehall,
11 February 1865.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 1st instant, and to convey to you their Lordships' thanks for the interesting reports on scurvy, with suggestions for the prevention of that disease in the mercantile marine, which accompanied it.

I am, &c.
(signed) *T. H. Farrer.*

H. Leach, Esq., Resident Medical Officer,
"Dreadnought" Hospital Ship, Greenwich.

(M. 7.)

Board of Trade to Seamen's Hospital Society.

Board of Trade, Whitehall,
1 April 1865.

Sir,

REFERRING to the correspondence on the subject of scurvy on board merchant ships, I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you, for the information of the Committee managing the affairs of the Seamen's Hospital, that my Lords have been in communication with the Local Marine Boards at the principal ports on the subject of the inspection of lime-juice and medical stores, as suggested in your letter of the 7th November last; but, as will be seen from the enclosed short memorandum of their replies, the majority of these Boards are averse to such inspections.

The appointments of medical inspectors at the ports in question are under the Merchant Shipping Act, to be made by the Local Marine Boards; it is not, therefore, in the power of the Board of Trade to make such appointments; and my Lords do not see how, under the circumstances, they can with advantage, as the law now stands, take any further steps towards procuring the suggested inspections.

My Lords direct me to add, that they will be happy to receive reports such as the society have been in the habit of making, in any special cases which may be brought under the society's notice; and they will also take care to inquire into serious cases of scurvy brought to their notice by the official returns of deaths in the merchant service. And they hope that the publicity which has recently been given to this subject, and the circulation of Dr. Dickson's report on the storage of lime-juice (a printed copy of which is enclosed), will have the desired effect.

Note.—This report will be found at page 32.

I am, &c.
(signed) *James Booth.*

The Secretary, Seamen's Hospital Society,
86, King William Street, E.C.

(Enclosure.)

SEA SCURVY.

Proposed Appointment of Inspectors, and institution of Investigations.

Local Marine Board's Replies.

In favour - 3,381	Hull - -	Approves; prepared to appoint inspector for Hull.
Against - 3,510	Newcastle -	Appointment unnecessary for district; suggests compulsory order for issue of lime-juice and amended dietary.
Against - 3,517	Glasgow -	No necessity for inspection of lime-juice by medical officers; superintendent might report any case of death or illness to Local Marine Board, who would, if they thought the case required it, consider as to appointing an inspector.
In favour - 3,422	London -	Assistant to emigration officer might be appointed inspector. Want of vegetable diet sole cause of scurvy. When vegetables are not given, lime-juice should be used, whether meat be fresh or salt.
Against - 3,445 3,550	Sunderland -	Great difficulties in effecting object, and all but impracticable to carry out. Lime-juice should be carried in small jars. Investigation might be held in cases of death from scurvy. Citric acid an infallible remedy for scurvy.
Against - 3,500	Liverpool -	Appointment of inspector unnecessary, and would tend injuriously to interfere with business of port.
Against - - 7	Dundee -	Appointment unnecessary at Dundee. Masters of ships should produce certificate to superintendent that they have proper supply of lime-juice on board.
	Shields - -	No replies.
	Greenock -	

(M. 1739.)

EXTRACT from LETTER from Board of Trade to Seamen's Hospital Society.

Sir, Board of Trade, 27 April 1865.

WITH reference to your letter of the 20th January, ... I am directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, in original, for the information of the Commissioners of the Seamen's Hospital Society, the inclosed report of the Newcastle Local Marine Board as to scurvy on board the "Tasmania," and copy of a letter from the master of that vessel to the Local Marine Board on the subject; and I am to request that these papers may be returned to this office when done with.

I am to state to the committee that it might be possible to institute a more thorough and satisfactory inquiry if earlier intimation of the breaking-out of scurvy on board a vessel could be given to this Board.

I am, &c.

(signed) *T. H. Farrer.*

The Secretary Seamen's Hospital Society,
86, King William-street, E. C.

(M. 1984.)

Seamen's Hospital Society to Board of Trade.

Seamen's Hospital Society,
86, King William-street, E.C,
10 May 1865.

Sir,

The committee desire me to return their thanks for your letter of the 27th ultimo, containing the report of the Newcastle Local Marine Board as to scurvy on board the "Tasmania," which being an original document I beg to return herewith in accordance with your request.

In reply to your remark that "it might be possible to institute a more thorough and satisfactory inquiry if earlier intimation of the breaking-out of scurvy on board a vessel could be given to this Board," the committee desire me to state, that whenever they feel it to be their duty to report to the Lords of the Committee of Privy Council for Trade the admission of scurvy to the "Dreadnought," they do so as soon as possible, but they seldom have the means of giving information until some time after a ship's arrival in London. They would therefore suggest that the shipping masters before whom the official logs are laid as soon as a ship arrives in port, could supply far earlier information relative to scurvy than it is in the power of this society to do.

I am, &c.
(signed) *Kemball Cook*,
Secretary.

T. H. Farrer, Esq.,
Marine Department, Board of Trade.

(M. 2856.)

Seamen's Hospital Society to Board of Trade.

Seamen's Hospital Society, 86, King William-street, E.C.,
25 July 1865.

Sir,

With reference to the correspondence which has passed between the Board and this society in the matter of scurvy, the Committee are desirous of suggesting to their Lordships of the Privy Council for Trade that a short summary of suggestions for the prevention of this cruel disease should be printed under the authority of their Lordships, and ordered to be distributed by all shipping masters in the United Kingdom and consular offices at foreign ports, before a ship is cleared for sea.

This society has printed and distributed a number of the paper enclosed during the last two years, but the Board of Trade has the means of using such a notification far more extensively than the society.

As the malady called scurvy is now unknown in Her Majesty's navy, the Committee feel assured that its appearance in the mercantile marine would be very rare, if more knowledge as to the simplicity of the means for its prevention could be diffused.

I am, &c.
(signed) *Kemball Cook*, Secretary.

The Secretary,
Marine Department, Board of Trade.

(Enclosure.)

SCURVY.

Cause :—Privation for a considerable length of time of Fresh Vegetables.

MEANS FOR PREVENTION.

When at Sea.

1. A PROPER quantity of lime-juice should be supplied to every ship on a long voyage. Each man should have at least two ounces (four tablespoonsful) twice a week, to be increased to an ounce daily if any symptoms of scurvy manifest themselves. The giving out of lime-juice should not be delayed longer than a fortnight after the vessel has put to sea.

2. *Preserved Vegetables.*—Of these, potatoes and onions are the best; next, greens, carrots, turnips, &c.

3. A good supply of fresh water.

4. Attention to cleanliness and ventilation, more particularly of the quarters of the crew.

5. If the lime-juice should fail or become bad, an excellent substitute is the salts of potash. It is strongly recommended that every ship's medicine-chest should be supplied with some preparation of this salt; the bicarbonate is perhaps the cheapest and best. Five grains twice a day may be given.

When in Port, a full supply of such vegetables as may be most easily procured, viz., potatoes, greens, radishes, watercresses. The latter vegetable is a powerful antiscorbutic, and easily procurable. Fruits, as oranges, lemons, shaddocks.

Note.—Lime-juice is best preserved by the addition of a small proportion of spirit—about 10 per cent.

Seamen's Hospital Office,
86, King William-street, London, E. C.

PRINTED NOTICE issued by BOARD of TRADE.

(M. 2856.)

NOTICE to Shipowners and Shipmasters.

SEA SCURVY.

THE result of the inquiries recently instituted by the Board of Trade in several cases of outbreak of scurvy in merchant ships, in some even where it is manifest that the owners have had every desire to provide for the health of the crew, leads this Board to believe that the publication of the following means, suggested by the Seamen's Hospital Society, for the prevention and check of this malady, may be attended with advantage :—

The Cause of the Malady is generally believed to be privation for a considerable length of time of fresh Vegetables.

MEANS FOR PREVENTION.

At Sea.

1. Every ship on a long voyage should be supplied with a proper quantity of *lime* or *lemon juice*.

The juice having been received in bulk from the vendors should be examined and analysed by a competent medical officer. All measures adopted for its preservation are worthless unless it be clearly ascertained that a pure article has been supplied.

Ten per cent. of brandy (S. G. 930), or of rum (S. G. 890), should afterwards be added to it.

It should be packed in jars or bottles, each containing one gallon or less covered with a layer of oil, and closely packed and sealed.

Each

Each man should have at least two ounces (four tablespoonsful) twice a week, to be increased to an ounce daily if any symptoms of scurvy manifest themselves. The giving out of lime or lemon juice should not be delayed longer than a fortnight after the vessel has put to sea.

2. *Preserved Vegetables.*—Of these, potatoes and onions are the best; next, greens, carrots, turnips, &c.

3. A *good* supply of *fresh water.*—That obtained from a condensing apparatus is much inferior to fresh water.

4. Attention to *cleanliness* and *ventilation,* more particularly of the quarters of the crew.

5. If the lime or lemon juice should fail or become bad, an excellent substitute is the salts of potash. It is strongly recommended that every ship's medicine-chest should be supplied with some preparation of this salt; the bicarbonate is perhaps the cheapest and best. Five grains twice a day may be given.

In Port.

A full supply of such vegetables as may be most easily procured, viz., potatoes, greens, radishes, *watercresses;* the latter vegetable is a powerful anti-scorbutic and easily procurable. Fruits, as oranges, lemons, limes, shaddocks, &c.

It is always well to provide an extra supply of the above-mentioned important anti-scorbutics in case of an unusually protracted voyage or other contingency.

Board of Trade, September 1865.

Note.—This notice is to be kept posted inside and outside the Mercantile Marine Offices, Shipping Offices, Custom Houses, and Receivers' Offices, and should be freely distributed amongst owners, masters, shipping agents, and seamen, and other persons interested. Copies are to be obtained from time to time in the same manner as Mercantile Marine forms.

(M. 2856.)

Board of Trade to India Office.

Board of Trade, Whitehall,
9 September 1865.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed printed copy of a notice to shipmasters and owners on the subject of "sea scurvy." Several cases of outbreak of scurvy on board ship have recently been reported, and have been inquired into by inspectors specially appointed by this department for the purpose: the results of the inquiries will shortly be made public in a Parliamentary Paper.

My Lords have reason to believe that attention to the several suggestions of the Seamen's Hospital Society embodied in the enclosed notice would tend not only to diminish the number of cases of scurvy, but also to ensure the general health of the crews of ships; and they have taken steps for the publication and distribution of the notice as widely as possible in this country.

As it is on long voyages, such as to or from India, that there is most risk of scurvy breaking out, my Lords think that advantage might attend the publication of the notice at the ports in India frequented by British ships. My Lords will cause copies (say 1,000) of the notice to be printed for transmission to India, if they receive an intimation that Sir Charles Wood is willing to give the necessary directions for the purpose.

I have, &c.
(signed) *W. D. Fane.*

The Under Secretary of State for India,
India Office.

(M. 3366.)

India Office to Board of Trade.

Sir, India Office, S. W., 14 September 1865.

I AM directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that on the receipt at this office of the 1,000 copies of the notice to shipowners and shipmasters as to the means for the prevention and check of sea scurvy, referred to in your letter dated the 9th instant (M. 2856), the Secretary of State for India in Council will cause them to be forwarded for distribution at the ports in India frequented by British ships, as suggested by their Lordships.

I am, &c.
(signed) *Herman Merivale.*

The Secretary Marine Department,
Board of Trade.

(M. 3366.)

Board of Trade to India Office.

Board of Trade, Whitehall,
Sir, 20 September 1865.

WITH reference to previous correspondence, I am directed by the Lords of the Committee of Privy Council for Trade, to transmit to you the accompanying copies of a notice to shipowners and shipmasters on the subject of sea scurvy, for distribution at the ports in India.

1,000.

I have, &c.
(signed) *W. D. Fane.*

The Under Secretary of State,
Board of Trade.

(M. 2856.)

Board of Trade to Seamen's Hospital Society.

Board of Trade, Whitehall,
Sir, 30 October 1865.

REFERRING to your letter of the 25th of July last, suggesting by desire of the Seamen's Hospital Society that the recommendations for the prevention of scurvy should be printed and distributed, I am now directed by the Board of Trade to inform you that Her Majesty's printers have been instructed to forward to you one hundred copies (100) of a notice to shipowners and shipmasters on this subject, for distribution by the Society.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Seamen's Hospital Society,
86, King William-street, E.C.

Part II.

RESULTS of any Inquiries ordered by the Board of Trade in cases where Scurvy has been known to exist on board Ship.

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(M. 962.)

"Childwickbury."

The Seamen's Hospital Society, on the 24th March 1864, reported the admission into their hospital ship "Dreadnought," of three cases of scurvy from the ship "Childwickbury." The Registrar General of Seamen was directed by the Board of Trade to make inquiries, and procured the following explanation from the master and chief mate of the "Childwickbury":—

"Sir, "Ship 'Childwickbury,' London, 7 April 1864.

In reply to your letter of inquiry as to the illness of John Baskwell, William O'Brien, and Matthew James, lately serving on board this ship, I beg leave to say that the first named applied to me in Calcutta for a free passage home, as he had neither clothes nor money, and was suffering from lameness consequent on badly treated venereal disease. I was induced to ship him at 1*l.* per month, and advanced him a month's wages for bedding. This man's illness therefore did not originate on board my ship.

"William O'Brien fell sick of scurvy shortly after leaving Calcutta, recovered for a short time, and again became ill off the Cape, and did no more duty the rest

rest of the passage. I ordered him an extra allowance of lime-juice daily and vinegar weekly, and supplied him with onions and pumpkins as long as they lasted. He refused, however, to drink the lime-juice.

"Matthew James's first illness was, if I remember rightly, caused by want of sufficient clothing, he having barely sufficient for a hot climate, and on reaching the cold latitudes he was attacked, when at the helm, with rheumatic pains, which continued to harass him until his system became impoverished and scurvy set in. This scarcity of clothing, and their refusal to drink their lime-juice on the passage out, was, in my opinion, the cause of many of the crew having suffered in the way they have.

"As regards my stores, the lime-juice and vinegar were bought in Calcutta, and were of very good quality, as were all my stores, both outwards and homewards.

"There were 4,500 gallons of the best water obtainable at Calcutta taken in there, at a cost of one rupee per tun, of which 3,000 gallons were in iron tanks. On one complaint being made to the chief officer that it was rusty and too thick to drink, I immediately had a fresh tank broached.

In going through the stores, the third mate mistook a cask of peas for flour, and thus one was ordered too little.

"I must candidly admit I was one cask flour and seven gallons vinegar short, the latter in consequence of my having omitted to order Imperial measure; but I substituted, as allowed by the Act, barley and rice alternately for the former, two days a week, and rice with molasses one day; and on the last Sunday only there was no flour issued. For the latter, I gave pickles and vinegar weekly until within a fortnight of our arrival, and also issued daily two glasses of grog, one ounce of sugar, half an ounce of coffee, and one pint of water extra; also extra lime-juice twice a week.

"With respect to accommodation: the forecastle is 26 feet by 26, and seven feet high, and is occupied by 20 of the crew; the house on deck only had room for four, and was occupied by four healthy men, with whom it would not have been prudent to have placed the sick, even had there been the room there appeared to be, in consequence of the men using it being in different watches.

"I have now replied to all the complaints, and have, I trust, shown them to be utterly unfounded, and I especially deny that half rations only were given north of the line, except as above explained.

"I have, &c.

(signed) "*R. J. Richmond*, Commander.

"James Boyd, Esq., Registrar of Seamen,
"Adelaide place."

"I, Joseph B. Courx, chief officer of the ship 'Childwickbury,' do hereby certify that the foregoing particulars are quite correct, and it is my firm belief that the remainder of the crew that was sick was for the want of proper clothing, they not having clothing sufficient to withstand the cold after getting out of the tropics, and everything was done that lay in our power to relieve their suffering, and am prepared to swear before a magistrate to the above particulars.

"*R. J. Richmond*, Commander.
"*Joseph B. Courx*, Chief Officer."

Memorandum.—Endeavours were made to trace the other officers and the crew, with the view of obtaining their evidence, but they had left the port and could not be found.

(M. 2932.)

"Galloway."

The Seamen's Hospital Society, on the 24th October 1864, reported the admission into the "Dreadnought" of six cases of scurvy from the ship "Galloway." Mr. Coleman, of the General Register and Record Office of Seamen, Dr. Dickson, Medical Officer of the Customs, and Mr. Gladstone, Surveyor of the Board of Trade, were appointed by the Board of Trade as inspectors to inquire into the circumstances.

The following is their report:—

"Sir, "28 October 1864.

"We have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that we this day visited the ship 'Galloway,' lying in the Victoria Dock, to make inquiry into the circumstances which led to the recent outbreak of scurvy in so large a proportion as one-fourth of her crew.

"When we arrived the master was not on board, and, as he was not expected for some time, we took the opportunity to visit the 'Dreadnought' to ascertain the exact condition of the men, and to learn from themselves their grounds of complaint with reference to the 'Galloway,' and their impressions as to the causes of their malady.

"We found six men labouring under scorbutic disease of various shades of intensity; some were still very ill, others convalescent; there was very little discrepancy in their account; they had all been in the ship from the time of her leaving England (5th November 1863), and had enjoyed good health until the last six weeks of the voyage home. They concurred in ascribing their present condition to the bad quality of some of the provisions.

"In particular they specified the beef and flour as objectionable. The water also was said to be bad, and the lime-juice of indifferent quality, or at all events inferior to that on board the 'Dreadnought;' they admitted that lime-juice was regularly issued so long as it lasted, that is until a week before their arrival in port, and that preserved potatoe, with vinegar, had been also given to such of the sick as seemed most to require it. The other provisions, pork, peas, &c., were described as good; they had no complaint to make as to the accommodation of the vessel; and when sick they appear to have received considerable care and attention, sago, arrowroot, &c. being given to them until the supplies of those articles were exhausted.

"After examining the men we returned to the 'Galloway.' We inspected the deck-house where the men were berthed, and found it to be spacious and well ventilated, provided with comfortable bunks, and amply sufficient for a much greater number. The only provisions remaining on board were beef, pork, and biscuit; the samples produced for our inspection were all of good quality; the master and mate averred that these had been on board all the voyage, and were of the same kind as supplied to the crew. The water also which remained was free from colour, taste, and smell, and apparently wholesome in all respects; the master stated that it was procured at Calcutta, and was that usually supplied to ships, to wit, river water, which had undergone a process of filtration before coming on board; their allowance was unlimited, excepting for six days, when half a gallon only was served out per man.

"The lime-juice had been all expended, and all the medical stores had been sent from the ship; we therefore had no opportunity of examining them. The lime-juice was stated by the master and mate to have been of good quality to the end. The first supply not being sufficient, a further quantity of four gallons was procured at Calcutta; it was kept in an eighteen-gallon cask, and was regularly issued in the quantity required by the 'Merchant Shipping Act.' As the supply diminished, each man received singly his daily allowance. The master declared that extra lime-juice was given to those in whom scurvy appeared, and while the supply lasted, recourse was also had to preserved potatoe and vinegar. During the last

week of the voyage there was no lime-juice, nor does there appear to have been any substitute.

"The ship left Calcutta on the 4th of June, and the master had joined her on the eve of sailing, his predecessor having died while in port. This was the only death which occured in the vessel during her absence from England, and the crew appear to have been singularly healthy until the end of August, when symptoms of scurvy commenced among them, or at least became so severe as to unfit the men for duty. The ship did not touch at any port on the homeward voyage, but had passed close to St. Helena on the 25th August, and to Ascension on the 29th of same month. The first entry on the sick list for scorbutic disease is dated '30th August,' but it is probable that some of the crew were previously affected, although not to such a degree as to incapacitate them for duty. During September several cases were placed on the sick list. The ship, which had hitherto had a fair passage, was delayed by contrary winds off the Western Islands, and did not arrive in the Thames till the 18th October.

"From the conflicting nature of the evidence it is not easy for us to arrive at any definite conclusion as to the real quality of the beef and flour issued to the crew. While the patients on board the 'Dreadnought' were unanimous in condemning them, the favourable statements of the master and mate were corroborated by one of the seamen who was still in the 'Galloway.' The accounts given of the water and lime-juice also widely differ. But there appears to be no doubt that the supply of lime-juice proved insufficient, and that no adequate substitute for it had been provided. It is highly probable that the quality of the lime-juice was much impaired from the absurd way in which it was kept; for it is well known, that even the best lime-juice, unless kept in small vessels (generally 4lb. bottles), and mixed with spirit, will speedily deteriorate and lose much of its efficacy. We are of opinion that the master was reprehensible in not ascertaining the quantity of anti-scorbutics he had in store before passing St. Helena or Ascension, where he might easily have obtained these indispensable articles, and more especially if he was then aware of any manifestation of scurvy in his crew. Those who were on the sick list appear from the details in the log-book to have been treated as judiciously as circumstances would permit, but the medical comforts were inadequate for the occasion, and seemed to have been soon exhausted.

"We have &c.
(signed) "*Walter Dickson*, M. D.
"*G. J. Gladstone.*
"*Everard Home Coleman.*"

"T. H. Farrer, Esq., Secretary,
Board of Trade."

(M. 3304.)

"Helen's Bank." The Superintendent of the Mercantile Marine Office at Scilly, on the 12th November 1864, reported that the "Helen's Bank" had put into that port, wind bound, with scurvy on board. The Board of Trade appointed the superintendent as inspector to inquire into the circumstances, and directed him to associate with himself, if expedient, the inspecting officer of coast guard, or a medical gentleman.

The following is the superintendent's report :—

"Custom House, Scilly,
2 December 1864.

"Sir,

"In obedience to your instructions and Board's order of the 23d ultimo, directing me to inquire into the circumstances of the breaking out of scurvy amongst the crew of the barque 'Helen's Bank,' of Alloa, I beg to report that on the receipt of the documents on the 28th ultimo, I proceeded on board of the vessel, in company with Mr. J. G. Moyle, surgeon, having deemed it necessary to have the assistance of a medical gentleman to make the necessary inquiries, and the inspecting officer of coast guard was present during part of the time; the crew, except the mate, carpenter, and an apprentice, had all been discharged from the vessel, and with the exception of one seaman, Antonio Barridoe, had left Scilly.

The

The apprentice was on shore sick, but the mate and carpenter were on board, and it appears by their statements that the 'Helen's Bank' sailed from Glasgow in May 1863, on a voyage to Batavia, Singapore, Mauritius, and Colombo, during the whole of which time the crew had plenty of provisions of the best description, also sufficient lime-juice, vinegar, &c.; but the conduct of the master, William Lawson, appears to have been extraordinary; he is said to have been very often drunk and under the influence of drink, and to have acted harshly and tyrannically to the crew; sometimes striking and beating them, and putting them in irons; and sometimes having the muskets loaded and used in a reckless way, by firing them at random, and threatening to shoot the mate and other members of the crew, until about the 1st October 1863, when the muskets were thrown overboard. On the 20th May 1864, the vessel sailed from Colombo with a cargo of coffee, &c., for London, and having a crew of 12, including the master, and also one distressed seaman for conveyance to England; the vessel reached Scilly on the 10th ultimo, having had an unusually long voyage, and the crew in consequence appear to have suffered great privations, having had an insufficient supply of the staple provisions for a considerable time during the voyage, as will be seen on reference to the accompanying statement of Robert Wanless, mate, and Edward Primrose, carpenter, supported by statement of Antonio Barridoe. Captain Lawson stated that when he left Colombo, he considered that he had a sufficient quantity of provisions and everything requisite for a four months' voyage for his crew, but the distressed seaman having been put on board of the vessel so short a time before she sailed, he had not an opportunity of providing anything extra for him; it appears, however, that after the vessel had left Colombo about three months, the allowance of bread had to be reduced one-half, and when she reached St. Helena, on the 27th August, the beef was nearly exhausted, and it would appear that he did not get a sufficient quantity of provisions at St. Helena, as the allowance was again reduced about the end of September, and was further reduced from time to time until almost everything was exhausted, and but for the small quantities of provisions obtained from two vessels before reaching Scilly, they would have been in a state of semi-starvation; the whole of the provisions, however, appear to have been of the best description, and there appears to have been sufficient lime-juice and vinegar supplied to the crew. When the vessel arrived at Scilly, most of the crew were in a feeble and debilitated state, and suffering more or less from scurvy. Antonio Barridoe and the distressed seaman were landed on the 12th ultimo in so bad a state that they could scarcely move, and from what was stated by these, the magistrate sent a constable to the vessel on the 13th, and brought on shore Charles Johnston, to make a complaint against for assaulting and ill-using him, when it was found that he was also in a very bad state of scurvy and diarrhœa, and the master was brought on shore to answer the charge on the morning of the 15th; and Jakob Machiela died on board the same evening of scurvy and diarrhœa, and it was not until the morning of the 16th that the doctor was sent on board to examine the deceased, that he found three or four others were very ill of diarrhœa, &c., and they were therefore brought on shore, and afterwards discharged. Most of them stated that they had experienced very harsh and ill-usage from the master during the voyage, and that the men who had been ill had not been provided with proper medicines; and as they had left the port, I applied to the magistrate's clerk to be allowed to see the evidence of some of the men which was taken at the investigation of the charge for assault, &c., and for which the master had been fined 5 *l.*, but I was told that Mr. Augustus Smith, magistrate, had taken the documents to his residence, with the intention of forwarding them to the Board of Trade for their consideration. Mr. Smith is absent, but he will be at home in the course of a few days, when the papers or copies can be obtained should you think it necessary. The master is said to have been sober during the homeward voyage, but appears to have been in the habit of assaulting the crew and treating them very harshly; and he appears to have committed a great error in not getting medical assistance for his crew immediately on arriving at Scilly; a good medicine chest was found on board, and the vessel appears to have had a good outfit, with provisions and everything requisite at Glasgow for the voyage, so that I think no blame can be attributed to the owners. On examining the forecastle, it appeared to be in a very filthy state, and little or no attention appeared to have been paid

to cleanliness or ventilation. The vessel has now sailed for London, with the master, Mr. Lawson, the mate, carpenter, and apprentice on board, from whom any further information may be obtained; and the following are the addresses of some of the seamen who were discharged, in case it should be considered necessary to communicate with them.

"James Harrigan, seaman, Water Top, Ballyvoe, county of Antrim, Ireland.
"Robert Greig, seaman, 22, India-street, Montrose.
"Nathaniel Sharp, seaman, Kincardine, county Perth.
"David Clark, seaman, Dundee.

"There is a strong suspicion that the deceased seaman, Jakob Maehiela, met with very violent and improper treatment from the master previous to his death, but in the absence of the crew, who were discharged, it may be difficult to prove, and the apprentice appears to have seen some part of it.

I beg to forward, annexed, a report by Mr. J. G. Moyle, surgeon, also the statements of the mate and carpenter, and Antonio Barridoe. Doctor Moyle states that his charge for assistance in this case is 1 *l.* 1 *s.*, which, however, I have informed him I cannot pay until I have your authority to do so.

"Respectfully submitted.

"The Secretary Marine Department, Board of Trade." (signed) "*A. Richardson,* Superintendent."

(Enclosures.)

"Port of Scilly, 1 December 1864.

"Being requested by Arthur Richardson, Esq., the Superintendent of Mercantile Marine at this port, to aid him in an inquiry as to the cause of some cases of scurvy that occurred among the crew of the barque "Helen's Bank,' now in harbour, I proceeded on board on the 28th day of November, in company and associated with A. Richardson, Esq. and George Hire, Esq., the inspecting-lieutenant of Her Majesty's coast guard at Scilly, and found, on inspection, that the medicine chest had been fitted with all proper medicines and medical stores, according to Act of Parliament 17 and 18 Vict. c. 104, s. 224. The 'Helen's Bank' had put into the roadstead of Scilly on the 10th of November 1864, having been 175 days on her passage from Colombo, in Ceylon, with a cargo of coffee, cocoa-nut oil, plumbago, coir, &c., having on board a master, William Lawson, a chief mate, Robert Wanless, a second mate and carpenter, Edward Primrose, and seamen, James Harrigan, David Clarke, Dugald Cameron, Charles Johnston, Nathaniel Sharp, Jacob Maehiela (a Dutchman), Antonio Barridoe (whose real name is, however, Pietro Giucopini, native of Genoa), Robert Greig, (a boy, William Gourles), and a distressed British seaman, named John Thomas, put on board the barque at Colombo by the British consul, an hour or so previous to her leaving that port; 13, all told. The vessel left Colombo on the 20th of May 1864, and, according to the mate's evidence, with an insufficient quantity of provision for a four months' voyage The first case of scurvy occurred off the Cape of Cood Hope, the vessel taking 30 days to round it; it occurred in the person of the Italian, Antonio, who had swelled legs, spongy gums, debility, and ecchymosis. The crew was then on short allowance. On the 27th of August the barque called at St. Helena, and took in provisions, bread 500 cwt., flour half a sack, sugar 30 lbs., and 70 lbs. of rice. Crew again on full allowance until the 19th of October. When the second case of scurvy occurred in the person of Charles Johnston, who had swelled legs, spongy gums, and ecchymosis, the crew being again on half allowance. The captain stated, and this statement was corroborated by the mate and second mate, that preserved meats were now issued instead of beef and pork, these being exhausted. The crew were now on short allowance to the 29th of October, when the captain obtained 82 lbs. of bread, and 22 lbs. of potatoes, and two fowls, from an Austrian brig.

"On the 3d of November the captain obtained 42 lbs. of bread, 60 lbs. of flour, and two small pigs, from a brig belonging to Shields. On the 10th of November the vessel anchored in St. Mary's roadstead, Scilly; three of the crew being then ill with scurvy, one (the Italian) being hardly able to move. The worst cases were Antonio, Charles Johnston, and Jacob Maehiela, the Dutchman. This latter died on board, of diarrhœa, on the evening of the 15th of November; four others of the crew showed signs of scurvy, as also the master. There was a good supply of lime-juice and vinegar, and both, from the samples of them shown to me on board, of good quality. The master had given quinine on a few occasions to the seaman Antonio, and also to Charles Johnston. But said he did know that the men were suffering from scurvy, never having seen but one case, and of this he did not recollect much. From the statements made to me on board by the master, mate, and second mate, it was quite evident that the scurvy was occasioned by insufficiency of food. The water was in abundance, and of good quality, but there was a want of sugar for the lime-juice

juice and the coffee. The voyage was unusually long and tempestuous, with adverse winds. The seaman, Jacob Machiella, had diarrhœa on November the 13th. The master administered laudanum and peppermint, but did not consider the man's case serious. He died, however, on the evening of the 15th, from diarrhœa, caused by over-feeding after a lengthy state of debility from scurvy and semi-starvation. There were ample provisions supplied to the crew in this harbour. The passenger, John Thomas, was ill with scurvy when taken on board at Ceylon. The whole of the crew, with the exception of the second mate and the seaman, Robert Greig, complained of the harsh conduct of the master; particularly the Italian, Antonio, who still remains here under my care.

"I consider that the master should have sought medical aid for his suffering crew immediately on his arrival in the port of Scilly.

(signed) "*John Grenfell Moyle*, Surgeon,
M. R. C. S., England, and Registered."

"On board the Barque 'Helen's Bank,' of Alloa, William Lawson, Master, at the Quay, St. Mary's, Scilly, 28 November 1864.

"Robert Wanless, mate, and Edward Primrose, carpenter, state that they joined the above-named ship at Glasgow about the 5th May 1863, and proceeded on a voyage to Batavia, thence to Singapore, Mauritius, and Colombo (Ceylon). The crew had plenty of good provisions, and was regularly supplied with limejuice; there was little or no sickness during that time. The master's conduct was harsh and violent towards the crew; he was frequently drunk, and sometimes struck some of the men; once struck the mate in the cabin, and the mate struck him again. Had two muskets on board, and when under the influence of drink had them loaded and fired them, and often threatened to shoot some of the crew. Once presented a loaded musket at the mate in the cabin, and threatened to shoot him. When on the passage from Batavia to Singapore the master was drunk, less or more, from the 29th September to the 3d October 1863, night and day. He had the muskets loaded on the quarter-deck, and fired them off at random, and threatened to shoot somebody. On the 1st October presented one at the mate, and wanted to shoot him; the mate took one in self-defence, but threw it overboard, and one of the seamen afterwards threw the other one overboard. On the 3d September 1863, in going down the channel to Batavia, was drunk, and beat the apprentice shamefully; knocked him down, kicked him, and jumped upon him. He was then put down the cabin stairs; the carpenter caught him in his arms, and carried him to his berth. Sometimes had some of the crew in irons, fastened upon deck; he was sometimes very harsh to the carpenter; once ordered the mate to put him in irons, but it was not done.

"Sailed from Colombo for London on the 20th May 1864, with a cargo of coffee, cocoa-nut oil, &c., crew 12 in number, and one distressed seaman; voyage calculated to occupy four months. Consider the quantity of provisions on board at the time of sailing insufficient. Had remaining from the stock shipped at Glasgow about six casks of beef and pork, about 10 cwt. of bread, a little rice, and a little flour; lime-juice about nine or ten gallons. Fresh provisions, purchased at Colombo, about 300 lbs. beef, 2½ cwt. bread, 2 cwt. sugar, 50 lbs. flour, and about 50 lbs. rice. The crew had a full allowance of provisions for about three months after leaving Colombo, being between the Cape of Good Hope and St. Helena, when the bread was reduced to half pound per man per day, until reaching St. Helena, on the 29th August, and there obtained 5 cwt. of bread, ½ sack of flour, 30 lbs. of sugar, 70 lbs. of rice, and a small quantity of potatoes; from that time the crew had sufficient provisions, according to the agreement, until the 25th September, when the beef was reduced to half pound per day for each. Had one pound of butter per week, in lieu of half pound of beef, up to 8th October, having had flour once a week up to that time. The crew had two tins of salmon before 29th September; occasionally had preserved meats (soup and boulli); 9th to 17th October had no beef, had half pound of butter weekly, and half pound of bread daily; neither beef nor butter, but a little rice and flour boiled in water, and quarter of a pound of bread from 17th to 26th October; and on the 27th and 28th October a little cheese, but no bread; a little flour made into pancakes, and a very little rice and flour boiled daily until reaching Scilly. On the 29th October obtained 82 lbs. of bread, 22 lbs. of potatoes, and 2 fowls from an Austrian vessel, and from that date to the 31st October the crew had three quarters of a pound of bread per day. From 1st to 3d November half pound of bread per day, and for a short time two small slices, and then one small slice of ham per day each. On the 3d November got 42 lbs. of bread, 60 lbs. of flour, 2 small pigs from a Shields brig. From the 3d to 6th November the crew had three-quarters of a pound of bread, and half a pound of flour daily; 7th to 8th November half pound of bread, and half pound of flour; 9th and 10th, quarter pound of bread, half pound of flour; the pigs having been killed, were supplied to the crew in small quantities. On the 10th November obtained a small quantity from a pilot cutter at Scilly; and having anchored in the roadstead of Scilly late that night, obtained fresh provisions from the shore next day. The crew had a sufficient allowance of coffee during the whole of the voyage, and also the proper quantity of sugar, except for a short time (about 10 days) but no tea. They had a little extra peas during part of the voyage, as pea-soup, on Saturdays, in lieu of rice and barley; had plenty of good water to the end of the voyage; always had sufficient lime-juice and vinegar, with sugar, until about three weeks before reaching Scilly, when the

the sugar was stopped for 10 days. Ten days after leaving Colombo lime-juice was given to the crew; at first, for a time, the proper allowance was measured out once a week, and given to them in a bottle; afterwards, during the voyage, a bottle was filled, and given to them whenever they required it. Vinegar was given in the same way, and they were told to use plenty of both. There are scales and weights on board, and the provisions and stores were weighed out by the carpenter and steward. The last of the lime-juice, about eight bottles, was drawn from the cask three or four days before reaching Scilly, and there is one bottle and some dregs remaining; also a little vinegar remaining. There is not a particle of the original provisions or stores remaining except a little bad raisins, which were shipped at Glasgow; there was a little coffee remaining when the ship arrived at Scilly. The mate was disrated from 14th June to 3d November 1864, on account of an old sail that was split in a squall during his watch; during the time he was disrated he had the same allowance of provisions as the crew, but was not allowed a plate, knife, fork, &c. The master said the provisions were wasted by being thrown overboard during the first part of the voyage, but nobody ever saw it done, except that the mate one day saw something like half a biscuit floating past the ship. The provisions were generally very good in quality, but very insufficient in quantity.

"The master's treatment of the crew was very harsh, abusive, and violent. When the ship was near St. Helena the carpenter told him there were only 28 lbs. of beef remaining, and he said "Let the b——s go without." He sometimes threatened to starve some of the men, particularly the Italian seaman Antonio, and Charles Johnston, when they were ill. Antonio became unwell off the Cape of Good Hope; he got worse, and his feet and legs were terribly swollen, so that he could scarcely walk, and appeared to suffer a great deal; he was made to be upon deck with the rest of the crew, and when he could not go aloft he had to stand at the wheel, and steer the ship, often during the whole watch. About three weeks before getting to Scilly, when Antonio was very ill below, the master ordered him to come upon deck and work; he was then taken into the cabin, and in a short time was brought upon deck again; and the carpenter was ordered to get the shackles and irons to fasten him to a ringbolt on the deck; the carpenter, however, under pretence of not being able to get the irons to work, did not do so. Antonio could not work or go aloft, but he came upon deck and steered the ship until the 5th November, when the mate, seeing that he was in a very bad state, and scarcely able to move, ordered him to remain below, and was landed at Scilly on the 12th November very ill. Charles Johnston became ill soon after Antonio, and gradually got worse, but was forced to be upon deck at work with the rest of the crew, until two or three days before getting to Scilly, when he was compelled to be off duty. The master sometimes struck him, and used him badly; in consequence of which he was taken on shore by a constable to make a complaint to the magistrates respecting the ill-usage by the master.

"Jacob Machiela, seaman, became weak and unwell, and a few days before reaching Scilly he complained of great pain and illness in his bowels. The master gave him some castor oil and coffee, and he got some better; on the 13th November he complained of looseness (diarrhœa) and said he was very ill; he went to bed during the forenoon and rallied a little. On Monday morning, between three and four o'clock, the crew were called upon deck to heave up the anchor, but Jacob said he could not come; the master, however, caused him to come up to assist; he was near the windlass, on the opposite side from the mate and carpenter, when the master took him away along the deck to the after-hatch, where he was kept sitting in the cold until three p.m.; they could not see, as the morning was very dark, whether the master used any violence when taking him aft, but heard him making a noise, and saying something as if in distress. Some of the crew, who were near, said the master had used violence to him; he had coffee twice in the forecastle during the day, but went up again directly. Some of the men complained of him making the forecastle very dirty, and on the Monday night, being in a very dirty state, his clothes were changed, and some laudanum was given to him by the mate and carpenter. On Tuesday morning, 15th, said he was a little better, but could not get on deck; he had no medicine that day. The mate saw him in his bed two or three times, when he said he was some better; the last time he saw him alive was about 1 p.m., and about 7.15 p.m. found him dead in his berth in the forecastle. The master was not on board that day, having been summoned to appear before the magistrates for assaulting and ill-using Charles Johnston; he went ashore in the morning; thought that the change of provisions had made Jacob so ill of diarrhœa; most of the crew were ill of the same complaint from the Sunday. The doctor was not on board to see any of them until the day after Jacob died, when he went to examine the deceased, and finding the others ill, three or four of them were taken on shore, and were afterwards discharged. A distressed seaman (John Thomas) was brought from Colombo; he was unwell when put on board, but became worse during the voyage, and appeared very ill when he was landed at Scilly. The apprentice was sickly and unwell during most of the voyage; he was sometimes in the forecastle, and sometimes in the cabin, acting steward, &c. The master sometimes beat him, and behaved harshly to him. Eight of the crew and the distressed seaman lived in the forecastle (nine in all). Don't think much attention was paid to the cleanliness and ventilation of the quarters of the crew; the forecastle was dirty, and only once or twice heard the master interfere about the dirtiness of the forecastle, when he threatened to make all hands sleep upon deck if they did not keep it more clean in future."

"At Lodgings, St. Mary's, Scilly, 29 November 1864.

"PIETRO GIACOPINI *alias* Antonio Barridoe, seaman, of Genoa, states that he shipped on board the 'Helen's Bank,' at Singapore, on the 18th November 1863; went to the Mauritius and thence to Ceylon, then had very good provisions; left Colombo on 20th May 1864, for London, and when off the Cape of Good Hope the crew had only half allowance of bread; got a little provisions at St. Helena, and then crew had more for a time, but afterwards the provisions were reduced to very little; about two months before getting to St. Helena he had scurvy in his left leg and foot, and was unwell; then had scurvy in his other foot and leg; he went to the master to get medicine, and to let him see his legs and feet, but he would not look at them, swore at him, called him a 'b —— sodger,' and ordered him away; he was ordered to go aloft, but he was so ill that he could not; he was then ordered to go to the wheel, always had to be on deck with the other men, and was made to stand at the wheel and steer vessel both in the daytime and at night, often four hours at a time, until about two weeks before getting to Scilly, when he could do no more. Once when he went to get the master to look at his feet and to give him medicine, the master swore very much at him, and ordered him the shackles; they were too small; then he was ordered to be chained to the deck, but the carpenter could not; all the men had very little provisions, for a long time; but he did not get so much allowance as the others; did not get pancakes with the rest of them; his allowance was reduced because he was ill and unable to perform his duty; he had medicine (quinine) two or three times after leaving St. Helena, but had none afterwards; always had plenty lime-juice and vinegar, and plenty good water, and plenty coffee; have seen the master strike the men plenty times, and swear at them very much; have seen him strike Jacob Machiela, and have seen him strike Charles Johnston often; once when Johnston was in the cabin, he came up all over blood and laid down upon the deck very ill. On the first day the ship was at Scilly, he was very ill below in his bunk, and the second mate went below to see him, but did not give him any medicine; he was landed and discharged on the second day (12th November), and have since been very ill, but now getting some better; he was the first that had scurvy on board.

"*Memorandum.*—Antonio being a foreigner, and unable to speak much English, he is very difficult to understand.

(signed) "*A. R.*, Superintendent."

The Local Marine Board of the Port of London, at the request of the Board of Trade, subsequently instituted an investigation into the conduct of the master, William Lawson.

The following is the finding of the Local Marine Board:

"The Board, after a lengthened inquiry, having deliberated on the evidence produced before them, are of opinion that the charge of drunkenness is not proven.

"They consider that Captain Lawson may have been provoked to use intemperate language to the crew on account of their inefficiency; that he is decidedly reprehensible for not laying in sufficient provisions previous to leaving St. Helena; for this the Board are of opinion that Captain Lawson should be reprimanded.

"Although the crew allege harsh treatment on the part of Captain Lawson, the Board think that his behaviour to the sick was considerate and kind."

Captain Lawson was then called in; the finding of the Court was announced to him, and he was reprimanded accordingly. His certificate was then returned to him.

(M. 3363.)

A REPRESENTATION having been made that Robert Woollams, a seaman of the barque "Tamar," had been landed from that ship in a most deplorable state of scurvy, arising, as he asserted, from a want of counteracting necessaries, Mr. Coleman was appointed by the Board of Trade as Inspector to inquire into the circumstances. "Tamar."

The following are Mr. Coleman's report, and a report by Dr. Dickson, to whom a sample of the lime-juice was sent for examination.

(M. 3280.)

"General Register and Record Office of Seamen,
"Adelaide Place, London Bridge, E.C.,
"Sir, 10 December 1864.

"IN pursuance of an order of the Board of Trade appointing me to inquire into the circumstances of the breaking out of scurvy amongst the crew of the barque

barque 'Tamar,' I have to report that, on the 6th instant, I proceeded to the 'Tamar,' lying in the West India Docks, and find that she sailed from London in November 1863, on a voyage to Kurrachee, which port she left on the 22d July, and returned to London on the 30th ultimo. The health of the crew on the outward passage was uniformly good, and, with one exception, they all returned in the vessel. No symptoms of scurvy appeared until the 12th November last, when David Ross was incapacitated for duty; on the 22d November, Robert Woollams was placed on the sick list with the same disease. The ship's stores had been purchased in London before the commencement of the voyage. I examined the beef, pork, biscuits, flour, peas, arrowroot, and water, and found each of these articles to be in good condition and of excellent quality. I obtained a small quantity of lime-juice (drawn from a large cask) for the purpose of obtaining medical testimony (if necessary) of its properties. I measured the forecastle and found the space to be ample, and more than required by the provisions of the 'Merchant Shipping Act,' (sec. 231). The bunks were spacious and well caulked.

"I subsequently visited Robert Woollams, who spoke in the highest terms of both the master and mate, and averred that he had never sailed with any two persons for whom he entertained so great a regard. During the short period Ross and Woollams were confined to their berths, they received every attention —medicines, wine, arrowroot, sago, &c., were given them. The vinegar had been served out weekly, and the lime-juice and sugar daily; but during the last six weeks the crew had refused to take the lime-juice, as it acted as an emetic. With this exception, Woollams considered the quality of every other article of consumption to be superior to those usually supplied to seamen.

"I am, &c.
(signed) "*Everard Home Coleman.*"

"To the Registrar General of Shipping and Seamen."

"14, Trinity Square, Tower Hill,
"Sir, 8 December 1864.

"I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have examined the sample of lime-juice referred to in your letter of the 6th instant.

"I find it to be very deficient in the intensely acid yet agreeable taste and flavour peculiar to good lime-juice; and, chemically, in acid power, it is inferior by about one-third to that which is fresh or carefully preserved. The spirit, if it ever were present, has evaporated, and it contains a considerable quantity of mucilaginous matter which, from exposure to the air, has undergone spontaneous decomposition. No gross adulteration, such as the admixture of sulphuric acid, can be detected. The characters of the specimen are those of lime-juice originally good, but which, from the faulty mode of preservation adopted, has deteriorated in quality, and has thereby lost much of its anti-scorbutic virtue. Such lime-juice should be issued in considerably larger quantity than that prescribed by the instructions, and even then it would probably fail to have the prophylactic properties of good lime-juice.

"So much depends on the manner of preserving this important article of seamen's diet, that I would beg most respectfully to call their Lordships' attention to the plan resorted to in the Royal Navy. The lemon-juice is prepared in Sicily, and about a tenth of spirit is added. It is preserved in bottles containing about three imperial pints, and in no other method is it issued even to the largest ships, where the consumption on long voyages is necessarily very great. Experience has proved the excellence of this article, for it rarely spoils, even after several years, and scurvy has long been unknown in Her Majesty's service.

"Samples of the Navy lemon-juice, which could be obtained through the Admiralty, at Deptford Victualling Yard, might perhaps be exhibited with advantage to those who are interested in the matter. It is efficacious and inexpensive.

The

The difference in price would be trifling, and amply compensated by the absence of the waste that must exist under the present system of stowing the lime-juice in casks, and drawing it as required.

"I have, &c.
(signed) "*Walter Dickson*, M.D."

"J. J. Mayo, Esq.
Registrar-General, &c. &c."

Mem.—In addition to communicating these reports to "the Shipping and Mercantile Gazette," the Board of Trade sent copies of them to all the Local Marine Boards, with a suggestion that Dr. Dickson's remarks should be made public.

(M. 1748.)

"French Empire."

The Seamen's Hospital Society, on the 13th April 1865, reported the admission into the "Dreadnought" of four cases of scurvy from the ship "French Empire." Mr. Coleman and Dr. Dickson were appointed by the Board of Trade as inspectors to enquire into the circumstances.

The following is their report, to which is appended some correspondence between the Board of Trade and Messrs. Duncan & Co., the owners of the vessel, on the subject :—

"Sir, "London, 20 April 1865.

"We have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in pursuance with the directions contained in Mr. Farrer's letter of the 15th instant, we have inquired into the circumstances of the breaking out of scurvy on board the 'French Empire.'

"On the 18th instant we visited the ship, which is lying in the East India Docks. It appears from the official documents that the 'French Empire' sailed from Liverpool on the 9th September 1863 for Calcutta, where she arrived on 26th January 1864. She then proceeded to Bombay, and returned to Calcutta on the 7th of September following. The health of the crew during this portion of the voyage was good. On 12th of November nearly a new crew was engaged at Calcutta for the voyage home, and on the 25th of same month, on the eve of sailing, three distressed seamen, named Thomas Piggott, Edward Ralph, and Antonio Hendrics, were sent on board by the shipping master, to be provided with a passage to England, in accordance with the provisions of the 'Merchant Shipping Act,' sec. 211.

"These men had been under medical treatment in the hospital at Calcutta for bronchitis, abscess of the knee, and paralysis, the result of injury to the spine, and although convalescent from their respective diseases, appear to have been in infirm health at the time of embarkation. The ship sailed from Calcutta on 26th November, passed St. Helena on 13th February, Ascension on the 19th February, and arrived at her destination on the 10th instant.

"Soon after the arrival of the vessel in the river the three distressed seamen and Edward Gustaf Adam, who had been shipped as one of the crew at Calcutta, were received on board the 'Dreadnought.' They are now there under treatment for scurvy of various degrees of intensity, and in Adam's case complicated with venereal.

"We visited these patients on board the hospital ship, and by the kindness and courtesy of Mr. Leach, the resident medical officer, we were allowed every facility for examining them with regard to the circumstances of the voyage. They all concurred in ascribing their present condition to the defective state of the ship's provisions. Some of the articles issued were stated to be very good; but they were unanimous in condemning the beef as unfit for human food. They also objected to the lime-juice, or rather the substitute for it, as worthless. Rations of preserved meat of excellent quality were occasionally served out, and wine was sometimes given to the worst cases. There does not appear to have been any issue of sago, arrowroot, or similar medical comforts. They all averred that much sickness prevailed among the crew after rounding the Cape of Good

Hope, and particularised by name several men who had been suffering, like themselves, from scorbutic symptoms during the latter part of the voyage.

"On our arrival on board the 'French Empire' we found that the master was not on board. We examined the ship's log book, which had been kept by Mr. George Young, the chief mate, and by entries therein ascertained that the following members of the crew had been placed on the sick list, on the dates given against their respective names, viz., John Hanson, 3d March 1865; Richard Balgein, 11th March; and Matthew Steward, 24th March 1865. It was also given in evidence that Andrew Whitehill, Peter Petersen, Samuel James, and John Parker, an apprentice, had been off duty from sickness for various periods during the homeward voyage, but no case of illness is recorded in the official log-book after leaving Calcutta, excepting that of E. G. Adam, who is entered as suffering from venereal disease, and incapable of performing his duty on several occasions, amounting in all to 49 days.

"The three apprentice boys who had messed with the carpenter, sailmaker, &c., all concurred in their statements, and described the beef in particular to have been very bad, but the remainder of the provisions were of good quality, with the exception of what they called lime-juice.

"The steward informed us that a supply of lime-juice was obtained at Liverpool, but it soon turned bad, and that both on the outward and homeward voyage they used acid crystals, dissolved in water, in the proportion of a quarter of a pound to half a gallon of water, which, when mixed with sugar, was served out to those who chose to drink it, in the same quantity as true lime-juice is required to be issued by the 'Merchant Shipping Act.' We procured a sample of these crystals, which we find, on examination, to be citric acid. We examined the pork and biscuit, which were both of excellent quality. We also saw a tin of the preserved meat (Hogarth's), which was stated to have been occasionally supplied to the crew. Vinegar had been regularly served out, and a bottle of pickles had been supplied to each of the three messes into which the crew was divided. We inspected the deck house in which the seamen lived, and found it to be spacious, well ventilated, fitted with comfortable berths, and in every respect in good condition.

"In a subsequent interview with Mr. James Clark, the master of the 'French Empire,' we ascertained that a small cask of lime-juice (about 15 gallons) had been supplied to the ship at Liverpool, and that after the interval of about two months it was obliged to be thrown away on account of its turning bad. He stated that the lime-juice obtained at Liverpool was generally of such inferior quality that he had been in the habit, for some years, of using citric acid as a substitute. He also mentioned that the beef had been purchased at Calcutta, from a vessel lying in that port, and that out of 17 casks four were found to be bad. On the complaint of the men he had discontinued issuing the offensive meat, and had substituted other casks. He also alleged that not only the distressed seamen, who were embarked at Calcutta, but also a considerable portion of the crew, whom he shipped in India, were enfeebled in health, and, consequently, suffered more on their return to a higher latitude. While he admitted that there had been a considerable amount of sickness on board, he gave no explanation why no notice had been taken of the cases in the official log book.

"From all the evidence adduced, we have come to the conclusion that a great amount of preventible disease of scorbutic character prevailed on board the 'French Empire' during her homeward voyage. Four cases of undoubted scurvy are now on board the 'Dreadnought,' and there is reason to believe that six or seven others of the crew, who have now left the ship, were affected in a similar manner. In the absence of all authentic records on this point, reference (if it were deemed necessary) might be made to the men themselves, who are most probably still within reach either in this port or at Liverpool. There is no doubt that this extraordinary amount of sickness (about one-third of the crew) was due, in a great measure, to certain defects in the victualling of the ship, and more especially to the want of lime-juice. It appears to us surprising that misapprehension should still exist as to the absolute necessity of this article on all long voyages. It cannot be too distinctly understood that in the absence of fresh

fresh fruit and vegetables no substitute has yet been found for good lime or lemon juice, well preserved, and with a small admixture of spirit, in bottles of moderate size. In the experience of many years citric acid and similar substances have been found to be comparatively valueless as anti-scorbutics.

"It appears to us that in this instance the provisions of the 'Merchant Shipping Act' have not been complied with; first, by there being no entries in the official log book of several cases of illness, in contravention of sec. 282; secondly, that no lime or lemon juice was issued to the crew, as required by sec. 224. As the evidence is contradictory respecting the alleged issue of putrid beef after the remonstrance of the crew, we can form no opinion on that point; but we consider the master is to blame for not procuring at St. Helena, or Ascension, those supplies of which his crew stood so much in need.

"We have, &c.
(signed) "*Walter Dickson*, M.D.
"*Everard Home Coleman.*"

"J. J. Mayo, Esq.,
Registrar General of Seamen and Shipping,
&c. &c. &c."

(M. 1748–1661.)

Board of Trade to Seamen's Hospital Society.

Board of Trade, Whitehall,
Sir, 5 May 1865.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Committee of the Seamen's Hospital Society, the enclosed copy of the report of the inspectors appointed by their Lordships to inquire into the circumstances of the breaking out of scurvy on board the ship "French Empire," reported in your letter of the 13th ultimo.

I am, &c.
(signed) *James Booth.*

The Secretary, Seamen's Hospital Society,
86, King William-street, E. C.

(M. 1748.)

Board of Trade to Owner of "French Empire."

Board of Trade, Whitehall,
Sir, 5 May 1865.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the inspectors appointed by their Lordships to inquire into the circumstances of the breaking out of scurvy on board the ship "French Empire;" and, in so doing, to express the Board of Trade's regret that any notice of the investigation should have appeared in the "Shipping Gazette."

I am, however, to state that they find, upon inquiry, that the insertion of the notice was quite accidental.

The inquiry was ordered upon receipt of a letter from the Seamen's Hospital Society, to whom some of the sick seamen had been sent.

I am, &c.
—— Duncan, Esq., (signed) *J. Booth.*
Owner of ship "French Empire."

(M. 1962.)

Messrs. *G. Duncan & Co.* to Board of Trade.

2, East India Avenue, Leadenhall-street,
Sir, London, E. C., 8 May 1865.

We beg to own receipt of your favour of 5th instant, and to tender our respectful thanks to the Lords of the Committee of Privy Council for Trade for forwarding the copy of the report of the inspectors appointed by their Lordships to inquire into the circumstances of the breaking out of scurvy on board the ship "French Empire." We had written the accompanying letter before receipt of your favour of same date, which, as it explains the circumstances of the provisioning, &c., of the ship, we send it with this. It is a source of great discomfort to us that any disease should be on board any of our vessels that proper care could prevent, and we concur in the remark that your inspectors make, if Captain Clark knew of sickness among his crew which he could have remedied by calling at St. Helena or Ascension, that he should have done so; but he informs us that at that time he did not see any appearance of an outbreak of scurvy.

We take due note of what your inspectors say as to citric acid as a substitute for lime or lemon juice, and we are pleased they put it thus strong, as many parties have understood that it was quite as good as any anti-scorbutic, and will keep good for any length of time, and Captain Clark was of this opinion. We will take care that he is instructed otherwise for the future, and that the entries that the inspectors consider should have been made in the official log-book, in compliance with the "Merchant Seaman's Act," be attended to in future; however, we are still of opinion that men in the condition that these four men were in, should not be forced upon the master of a ship, to live among his healthy crew, and without any provision for a supply of medical comforts for them, and Captain Clark considers we would be justly entitled to an additional allowance for them, as he did supply them with medical comforts, and if one of them had not been an old quartermaster, and a sea lawyer, as he terms it (who had hung about the hospital until he thought he would die there, and then wanted to be shipped home), they never could have made a complaint; as for the five casks of beef that were unfortunately inferior, there was nothing in the ship on which they could have grounded a complaint.

We are, &c.
James Booth, Esq. (signed) *George Duncan & Co.*

(Enclosures.)

2, East India Avenue, London,
Sir, 5 May 1865.

We herewith beg to enclose account for the board of four distressed seamen brought home from Calcutta by the ship "French Empire;" and we also enclose you the documents from the shipping master there, relating to these men, from which you will see that they were all sent from an hospital in a very unfit state for such a voyage, among a healthy crew, one of them having been substituted for a man who died previous to his being placed on board. Whilst the ship had most comfortable accommodation for her crew in a round-house on deck, we had no separate place in which to put these men, and we consider it was most unfair and unwarrantable, on behalf of the shipping master at Calcutta, to require Captain Clark to convey these men under these circumstances and conditions.

We were very much astonished to observe a paragraph in the "Shipping Gazette," copy of which we enclose (and which was the first intimation that we had), that an official inquiry had been ordered and made in relation to cases of scurvy on board of this vessel, without any previous intimation having been given to us; and we would feel obliged by your furnishing us with a copy of the report which has been made to your Committee of that inquiry, for we have no hesitation in stating that there are no vessels sailing out of the kingdom that are better provisioned and equipped than ours are. In place of using the ordinary bread for shipping, we use a quality above; and in place of the ordinary prime mess beef, we always use India mess. A supply of fresh meat in tins is shipped for the crew, understood to be equivalent to about one day in the week, where the men are on salt provisions; and in addition to a very full allowance of small stores, and the anti-scorbutics required by the Government, the crew have an allowance of treacle to their flour and rice puddings four days in the week. The "French Empire," when she left Liverpool,

Liverpool, was stored in this manner for an out and home voyage to Calcutta, and being her first voyage was fitted with a distilling apparatus sufficient to furnish 72 gallons of fresh water in 12 hours. The vessel made a cross voyage to Bombay and back to Calcutta, and having these four men to carry, Captain Clark was obliged to purchase salt provisions at Calcutta, out of which, most unfortunately, five casks of beef turned out not to be good. Further than this, the fact of Captain Clark having taken citric acid instead of lime-juice, which he considered, particularly at the end of the hot season, safer to keep, and better than lime-juice, we believe there could be no ground of complaint on board of this vessel. We may state that one of the crew, who also went to the "Dreadnought," when he shipped on board at Calcutta, was labouring under a loathsome disease, which rendered him unfit for duty a great part of the voyage, and was suffering from it here when he landed.

We may add that, in the course of our experience as shipowners, we never had a case of a man who went out and came home with our ships landed with scurvy.

We are, &c.
(signed) *George Duncan & Co.*

Thomas Henry Farrer, Esq.,
Secretary to the
Committee of Privy Council of Trade.

Official Inquiry—This Day.

Scurvy on Board the "French Empire."

The Board of Trade, in exercise of the powers given by the Merchant Shipping Act, s. 14, have appointed Walter Dickson, Esq., M.D., R.N., and Medical Officer to Her Majesty's Customs of the Port of London, and Everard Home Coleman, Esq., of the General Register and Record Office of Seamen, inspectors to inquire into the number of cases of scurvy which occurred on board the "French Empire," Captain James Clark, during her homeward voyage from Calcutta to London. The vessel arrived in the East India Docks on the 10th instant, and is the property of G. Duncan & Co., of 147, Leadenhall-street. She sailed from Liverpool, in September 1863, for Bombay and Calcutta, and left the latter-named port on the 25th November last. The proceedings were commenced to-day, and after taking the evidence of the seamen now on board the "Dreadnought," and inspecting the vessel and provisions, the inquiry was adjourned.

(M. 2016.)

Seamen's Hospital Society to Board of Trade.

Seamen's Hospital Society,
86, King William-street, E. C.,
12 May 1865.

Sir,

I am desired by the Committee of this institution to acknowledge the receipt of your letter of the 5th instant, and to beg that you will return their thanks for the same to the Lords of the Committee of Privy Council for Trade.

The case referred to therein, that of the "French Empire," serves to show the importance of appointing an inspector of lime-juice. The Committee believe that cases frequently occur where one-fourth or more of the crew are rendered useless for service in the ship by reason of the neglect to carry really proper lime-juice.

I am, &c.
(signed) *Kemball Cook*,
Secretary.

The Secretary, Marine Department,
Board of Trade.

(M. 1962.)

Board of Trade to Messrs. *G. Duncan & Co.*

Gentlemen,

Board of Trade, Whitehall, 22 May 1865.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 8th instant, offering your observations on the report of the inspectors appointed to inquire into cases of scurvy

on board the ship "French Empire," and explanations as to the provisioning, &c. of the ship.

In reply, I am to transmit for your information the enclosed copy of a report by Dr. Dickson, on the preservation of lime juice on board ships; and with reference to your letter, I am to observe that it is often difficult to know how to provide for diseased men who may be sent on board ship for conveyance to the United Kingdom.

Note.—The report referred to is that printed at p. 32.

In such cases the arrangements for them requires considerable care and discretion on the part both of the officers who send them on board, and of the masters of the ships which convey them.

I am, however, to state, that when extra accommodation or comforts are required for invalid seamen, the Board of Trade, on proper representations, are always willing to consider the propriety of paying for them, and they have in many cases entertained such claims.

I am, &c.
(signed) *T. H. Farrer.*

Messrs. G. Duncan & Co.,
2, East India Avenue, Leadenhall-street, E. C.

(M. 1739.)

"Tasmania."

On the 20th January 1865, the Seamen's Hospital Society reported to the Board of Trade the admission on board the "Dreadnought" of some cases of scurvy which had occurred amongst certain of the crew of the "Tasmania." The Board of Trade then referred the matter to the Local Marine Board of Newcastle, to which port the vessel belonged; that Board held an investigation into the circumstances of the case, and their proceedings and report, together with the explanation of the master of the vessel, are now annexed.

At a special meeting of the Newcastle Local Marine Board, held in the Board Room, the 19th day of April 1865, to take into consideration a letter received from the Board of Trade (No. M. 243), dated 25th January 1865, relative to the admission into the Seamen's Hospital, on board the "Dreadnought," of cases of scurvy that had occurred on board the ship "Tasmania," of Newcastle, which letter was accompanied by a copy of a letter received from the secretary to the hospital:—

Present:

Thomas K. Betts, Esq. (in the Chair.)

James Kelly, Esq.	George Carins, Esq.
John Carr, Esq.	Joseph Carr, Esq.

Mr. W. W. Steel, master of the "Tasmania," of Newcastle, was also in attendance, and produced the sea log of the ship, for her late voyage.

The secretary handed in the official log-book of the "Tasmania," and the agreement with the crew for the late voyage.

The letter of the Board of Trade, and the copy of the letter by the secretary of the hospital having been read, and Captain Steel having presented a reply, which was also read, the Board then examined the master, and ascertained the quantities of lime-juice (which was stated to have been packed in jars), vinegar, and preserved meats, put on board the "Tasmania" at Shields, and compared the same with what was required for the voyage, and having further ascertained that a sufficient quantity of soup and bouillie was also put on board to give the whole of the crew a fresh mess every Sunday,

The Board, at the instance of Mr. Joseph Carr, unanimously passed the following resolution:—

"That this Board is of opinion that no blame can or ought to be attached either to the owner of the 'Tasmania,' or to Captain W. W. Steel in this matter."

The secretary was ordered to send a copy of Captain Steel's letter to the Board of Trade, with his report of the minutes of this meeting.

(signed) *Thomas K. Betts*, Chairman.

(M. 1739.)

Sir,

With reference to the cases of scurvy on board the ship "Tasmania," on her last voyage from Bombay, I beg to report that the men who were affected were dirty and indolent in their habits, and required to be strictly looked after in order to keep them moderately clean in their persons and their berths.

All of these men were repeatedly before me on the outward passage, and they were invariably dirty and disorderly. I personally spoke to them frequently as to the filthy state of their persons, and insisted on them cleaning themselves, and I have afterwards seen them cleaned.

On the homeward passage, when the ship was in about 7° or 8° south latitude, the man Patrick came to me to say he was unwell and wanted medicine. He was then at work as usual. I examined him carefully, and found indications of scurvy. I then ordered him beer twice a day, pickles as many as he could eat every meal, vinegar, and lime-juice and sugar three to four times a day. He was ordered to take his ease, and was kept warm and dry. He soon got better of the scurvy, but was afterwards seized with inflammation of the lungs. I prescribed, or rather gave him, the medicines as set down in the "Medical Guide." He ultimately died of the inflammation, and not at all of scurvy.

As to the other men, about the 19th December Foywell was reported unwell; he is an old infirm man. It was debility arising from old age, and not scurvy, with which he was affected. I gave him tonics and all nourishing things a sailor could give him. I fed him from the cabin table. I also gave him lime-juice and sugar, vinegar, &c. If he had scurvy, it did not exhibit itself to me in the usual way. He was put into the "Dreadnought" on my arrival on the 8th January, and on the 11th January he was there doing well. The others, Thomas Greig, Olaf Ostman, and James Grant, became unwell when the ship was in the chops of the Channel. I treated them as I had treated the man Patrick. They were recovering, and in a few days after my arrival in London several of these men were on board my ship quite well, and some others of them came down to the north and joined some of my owners' ships here.

The lime-juice, vinegar, and other stores were furnished by Wright & Son, South Shields, and every article was of the very best quality. I never saw or tasted better lime-juice.

I got some lime-juice in Bombay; it was excellent.

I am greatly surprised at the report made by the medical officer of the "Dreadnought," that the lime-juice was bad. The lime-juice was never examined by that officer or by any other person or persons whilst my ship was in London or since.

I deny that scurvy was caused by gross neglect. I say advisedly that a cleaner or a smarter ship than the ship "Tasmania," under my command, never entered the port of London. The crew were happy, comfortable, well provided for, and well taken care of by myself and my officers, and all the crew who could be kept clean and orderly in their persons arrived in London in perfect health.

Annexed is the charge preferred by the medical officer to the "Dreadnought," which I totally repudiate and deny.

Yours, &c.
(signed) *W. W. Steel.*

To the Presiding Chairman,
Mercantile Marine Board, Newcastle-on-Tyne,
19th April 1865.

(The above is a correct copy of the original.)

W. Storey Whitfield, Secretary L. M. B.

Newcastle, 19 April 1865.

(M. 2109.)

"Eaglet." THE Seamen's Hospital Society, on the 12th May 1865, reported the admission into the "Dreadnought" of three cases of scurvy from the barque "Eaglet." Dr. Coleman and Dr. Dickson were appointed by the Board of Trade as inspectors to inquire into the circumstances.

The following is their report:—

"Sir, "London, 18 May 1865.

"IN compliance with the instructions contained in Mr. Farrer's letter of the 13th instant, in which we were directed to inquire into the circumstances of the breaking out of scurvy on board the 'Eaglet,' of London, we beg to report that the 'Eaglet' sailed from this port on 8th July 1864, for Cochin (Malabar Coast), which place she left on 12th December 1864, and arrived here on the 8th instant.

"The health of the crew on the outward voyage was good; and sickness does not appear to have broken out until the 7th of March, when Johann Pholman, the carpenter, was placed on the sick list with symptoms of scurvy. On 2d and 11th April, John Melville and Henry Smith, respectively, complained of scorbutic symptoms. They were unable to perform further duty, and on the 8th of May they were sent to the 'Dreadnought,' at their own request, where we visited them. These men are suffering from scurvy, Pholman in a severe form, and they all agreed in attributing their condition to imperfect nourishment on board the 'Eaglet.' They stated that for some time the beef was of a very inferior quality, and that much of the biscuit was bad; that, at the commencement of the voyage, preserved meat was issued once a month, and, latterly, every week. The lime-juice was regularly served out to all the crew, and an increased allowance to those men who were affected with scurvy; but it appears from an entry in the official log-book, that they refused to take it, because no sugar was served out with it, the quantity of that article on board being inadequate for such extra supply.

"On our arrival on board the 'Eaglet,' the master was absent on shore. We saw Mr. Joseph Genders, the chief mate, and examined the beef, pork, biscuit water, flour, peas, and lime-juice; they were all of good quality. The evidence, of one of the apprentices corroborated the statements of the seamen, as regards some of the beef and biscuit, which he described as being very indifferent. The lime juice also, which was preserved in jars containing five gallons, became thick and unpalatable. The forecastle was large and well ventilated. The members of the crew we saw on board were all in excellent health.

"We are of opinion that the partial outbreak of scurvy on board the 'Eaglet,' may be fairly ascribed to the bad quality of the beef and biscuit during part of the homeward voyage. The lime-juice being kept in large quantities, and constantly exposed to the air, would, in all probability, rapidly deteriorate in a warm climate, and lose much of its anti-scorbutic power. We consider, however, the men were reprehensible for refusing, when sick, to take the additional allowance of lime-juice which was offered to them.

"We are, &c.

"J. J. Mayo, Esq., (signed) "*Walter Dickson*, M. D.
Registrar General of Seamen, "*Everard Home Coleman*."
&c. &c. &c."

(M. 2110.)

"Thorndean." THE Seamen's Hospital Society, on the 12th May 1865, reported the admission into the "Dreadnought" of two cases of scurvy from the ship "Thorndean." Mr. Coleman and Dr. Dickson were appointed by the Board of Trade as inspectors to inquire into the circumstances.

The following is their report:—

"Sir, "London, 18 May 1865.

"IN compliance with the directions contained in Mr. Farrer's letter of the 13th instant, in which we were instructed to inquire into the circumstances attending

attending the breaking out of scurvy on board the 'Thorndean,' of Greenock, we beg to report that the 'Thorndean' sailed from London on 16th April 1864, for Sunderland and Calcutta. On 14th December (being the day previous to her departure from Calcutta) she embarked 10 persons, who had been ordered a passage by the shipping master, as distressed seamen, making the number on board 37. She called at St. Helena on 20th February 1865, and arrived in London on the 4th instant.

"On the 16th instant we visited the 'Thorndean,' in the Victoria Docks. We inspected the deck-house where the crew had been berthed, and found the accommodation in every respect sufficient. The master, who was on board, stated that the supply of provisions being exhausted on his homeward voyage, he had called at St. Helena for fresh supplies, but that in consequence of an unusually protracted passage from that island, these also were expended before his arrival in England, and that during the last week the ship's company had been reduced to a very low scale of diet. He had in consequence paid the crew the sum of 17 *s.* each as compensation. The lime-juice, sugar, pickles, and tea, were not expended on the ship's arrival, but we were unable to inspect these articles as they had been placed under the seal of the Customs. The biscuits, of which a considerable quantity remained, were good. We ascertained that the lime juice had been kept in a cask of 10 gallons, and also in jars of five gallons each. Fresh meat had been issued to each member of the crew on Sundays. Pickles and other provisions had been supplied to the sick, under the direction of a medical man, named Henry Coward, who had been shipped at Calcutta as a distressed British seaman, but who has now left the ship.

"From the official log-book, there does not appear to have been any case of sickness until the 30th of March, when Richard Hall was placed on the list with scurvy, and on 5th of April, James Gifford, from a similar cause. On the arrival of the ship in this port, these men were sent to the 'Dreadnought,' where James Gifford died on the 6th instant. We were informed by Mr. Leach, the resident medical officer, that the symptoms and morbid appearances revealed after death, were those of scurvy, and that no trace of any other disease could be detected. Richard Hall, who is still under treatment, corroborated the statements of the captain as regards the provisions, which were good, but so deficient in quantity, that the crew were under great privations. Lime-juice, pickles, &c. were supplied to the sick, and such attention was rendered them as circumstances would permit.

"We have come to the conclusion that in this case the manifestation of scurvy was due to deficiency in the quantity, rather than the quality, of the provisions. There was probably some miscalculation, otherwise it is hardly possible that the food on board should have been short at so early a period of her voyage as the 20th February. The supply of provisions obtained at St. Helena proved inadequate; but this is accounted for by the unusual length of the passage from that island. The lime-juice was, as usual, kept in such a manner that it was almost sure to spoil. Assuming that the entries in the official log-book as to sickness are correct, it is remarkable that a larger proportion of the crew were not affected. Evidence on that point, and also as to the existence of debility or any other predisposing cause in the one fatal case of Gifford, would have been desirable, but we could obtain no clue to the residence of Mr. Coward, who is stated to have been in medical charge of the ship.

"We are, &c.

"J. J. Mayo, Esq., (signed) "*Walter Dickson*, M. D.
Registrar General of Seamen, "*Everard Home Coleman.*"
&c. &c. &c."

(M. 2185.)

"Terpsichore." In consequence of reports received at the Board of Trade that scurvy had broken out on board the "Terpsichore," and of a request by the owner and master of that vessel, an inquiry into the circumstances was ordered by the Board of Trade. Commander Prior, R.N., and Dr. Holcombe, Government Emigration Officers at Liverpool, were appointed inspectors for the purpose.

The following is their report:—

"Government Emigration Office, Liverpool,
"Sir, 26 May 1865.

"In obedience with your letters of the 19th instant (M. 2094), informing us that the Lords of the Committee of the Privy Council for Trade had appointed us inspectors to inquire into the circumstances of the breaking out of scurvy on board the 'Terpsichore,' and to report whether the provisions of the Act have been complied with, —

"We beg to state that, in the performance of those duties, we went on board the 'Terpsichore,' on Tuesday, the 23d instant, and found that the space allotted to the crew was ample and well ventilated; that of the provisions remaining there was nothing excepting biscuits, coffee, vinegar, pickles, and one barrel of flour; those we examined, and omitting the barrel of flour, which had become tainted, they were good and wholesome.

"We afterwards examined Samuel Gale, the master; from his statements, which were corroborated by the log and three of the crew, we find that the ship 'Terpsichore,' was bound for the west coast of South America, with coals, and sailed from this port on the 16th May 1864, with a crew of 19 men, who had been shipped at the Sailors' Home, were seen by the master, and appeared to be in a healthy condition, although afterwards it was ascertained that two of them had but recently recovered from scurvy.

"The outward voyage was prosperous; she first called in at Valparaiso, remaining there five or six days, during which time the crew were allowed an unlimited quantity of fresh vegetables, and on her departure a fresh supply was put on board. She then proceeded to Iquique and Molle, discharging her coals at Molle, and taking in a portion of her cargo at Iquique. She then sailed to Mexillion Bay, and there completed her cargo, consisting of nitrate of soda.

"No sickness appeared until 2d February, when Johnson, one of the men who had, when shipped, but recently recovered from scurvy, was again attacked, and the disease continued to increase until the ship arrived at Queenstown, after a voyage of 141 days, during which time six of her men had died, and five others were landed at Queenstown affected with the disease.

"As regards the provisions supplied to the ship there was no complaint made, and we have every reason to believe they were good in quality and sufficient for the voyage, if it had been of an ordinary duration, and they were regularly served out, in accordance with the Act, until after scurvy appeared. The beef, pork, sugar, lime-juice, then became short. Molasses were substituted for the sugar, and as much vinegar was allowed as the men thought proper to have. Two reasons have been assigned for these articles falling short, first, the protracted length of voyage, and secondly, an increased quantity of sugar and lime-juice being allowed to those men affected with the disease.

"We have read a letter, signed by James Morrish, complaining that his son was one of those put on shore at Queenstown in a dying state; that he had been compelled to go there to bring him home, which had put him to a great expense; that it was a hard case, and trusted that something might be done for him. To this we can only say we believe the accounts have been greatly exaggerated; that there was not a man landed there in a dying state, and that the name of Morrish does not appear on the ship's articles, so that the son must be passing under a fictitious name.

"We have also perused an article taken from one of the daily papers, and with the exception of six men having died at sea, it is quite at variance with the evidence brought before us.

"We now approach the main object of this inquiry, and we do so with a due sense of its importance and responsibility. What was the cause of the scurvy, and were the provisions of the Act complied with?

"It

"It is a known fact that scurvy is not an infectious disease, so that although two men were shipped who had lately recovered from this disease, we may dismiss them from our minds as being its cause.

"The captain and others attribute it to the nature of the cargo, combined with want of cleanliness, insufficient clothing, moisture, &c., and found their opinions upon so many ships, carrying the same cargo, being similarly affected, forgetting as it were that all these ships are going along the same coast, and incurring the same difficulties in procuring fresh vegetables. We are quite willing to admit that moisture, unwholesome food, insufficient clothing, imperfect ventilation, favour the development of scurvy; but we have always considered that the disease itself is produced from a prolonged deficiency of fresh vegetables, and nothing in this inquiry has caused us to change our opinions; for the last time the crew had an unlimited quantity of fresh vegetables was when at Valparaiso, and the supply which was there taken on board was consumed soon after the ship arrived at Iquique, after which no fresh vegetables could be procured, consequently the surviving portion of the crew must have gone upwards of six months without tasting a vegetable. True, their substitutes, lime-juice, sugar, and vinegar, were regularly served to the men until after the scurvy appeared; and as these are generally considered to be specifics against scurvy, it may be asked how was it that they did not produce their specific influence? This would lead to a second and an important question; was the lime-juice good and fresh when shipped? The Board of Trade does not make it imperative that these things should be examined by a competent and responsible person; consequently, as regards the quality of these things, the owners and captains of merchant ships are entirely at the mercy of their tradesmen.

"We therefore beg to state, that the conclusion we have arrived at is, that a want of fresh vegetables was the cause of the breaking out of the scurvy, and that the provisions of the Act were not wholly complied with, inasmuch as the beef, pork, sugar, lime-juice, rice, pease, did not last out the voyage; but, as this was owing to the unusual length of the voyage, we think it only justice due to the master to say, that we exonerate him from blame, and particularly as it appears he showed great anxiety in availing himself of every opportunity of re-supplying the ship with fresh provisions.

"We have, &c.
(signed) "*T. H. Prior*,
Commander, R.N.,
Chief Emigration Officer.

"*Chas. Alex. Holcombe*, M.D.,
Medical Inspector of Emigrants,
Port of Liverpool."

"T. H. Farrer, Esq., &c. &c. &c.,
Board of Trade."

(M. 2360.)

"Ferozepore." In consequence of reports in the "Shipping Gazette," that scurvy had broken out on board the ship "Ferozepore," and of a report by the Superintendent of the Mercantile Marine Office at Liverpool, on the subject, Commander Prior, R.N., and Dr. Gruggen, Government Emigration Officers, at Liverpool, were appointed by the Board of Trade, as inspectors, to inquire into the circumstances.

The following is their report:—

"Government Emigration Office, Liverpool,
"Sir, 12 June 1865.

"With reference to your letter of 7th June 1865 (M. 2236), we have the honour to report that we have inquired into the circumstances of the breaking out of scurvy on board the 'Ferozepore,' and we find that the ship was 63 days on her passage out to Bonny; that she laid in the Bonny River 125 days, during which

which time the crew had fresh provisions once a week, which was as often as they could be procured; that they had yams served out to them every day (the only vegetable that could be obtained); that they started on their return voyage on the 6th of February, and were 111 days on their return to Galway; that they took with them from Bonny a large supply of yams, in fact, more than they could keep good till they were consumed, some of which they preserved in vinegar; that they took as much fresh provision as they could get, viz., seven goats and two pigs; that 18 out of the 25 men were afflicted with scurvy, including the master; that two died, one of whom was shipped at Bonny, and had inflammation of the lungs also.

"With regard to the second part of your letter, as to the provisions of the Act being complied with, we beg to report that we visited the 'Ferozepore' on the 9th June, and examined the space allotted to the crew, and found it ample and well ventilated. We examined the remains of the provisions and found them good.

"Lime-juice was issued according to the Act, 10 days after leaving Liverpool, and continued during their stay in Bonny, till about seven days before their arrival in Galway, when it was expended, the master having given an unlimited supply to the sick.

"In justice to the master we would state, that all the witnesses testified to his kindness and attention to the sick; that he supplied them with preserved meat from his own stock, and that the last two of the goats were killed especially for the sick.

"We would venture to suggest that ships going on voyages where it is impossible to obtain a supply of fresh meat, and no change of vegetables, should be compelled to carry preserved vegetables, potatoes, and especially tins of carrots, which have been found very useful in cases of scurvy.

"That the lime-juice should be examined by a competent person before the ship sails, as, much that is called lime-juice, is nothing of the sort.

"That the lime-juice should be mixed with 10 per cent. of spirit, to preserve it, and packed in small quantities.

"That the men should be compelled to drink their lime-juice when served out, instead of carrying it with them to the forecastle.

"We have, &c.
(signed) "*T. H. Prior*,
Commander, R.N.
Chief Emigration Officer.

"*W. J. Gruggen*, M.D.,
Medical Inspector of Emigrants,
Port of Liverpool."

"T. H. Farrer, Esq."

In addition to publishing this report in the "Shipping and Mercantile Gazette," the Board of Trade sent copies of it to all the Local Marine Boards. A copy was also sent to the Company of African Merchants (Limited), of Liverpool, the owners of the "Ferozepore." The following correspondence ensued:—

(M. 2467.)

Company of African Merchants to the Board of Trade.

"Company of African Merchants (Limited),
Walmer Buildings, Water-street, Liverpool,
"Dear Sir, 22 June 1865.

"With reference to the report relative to the crew of the 'Ferozepore,' enclosed in your letter of the 21st instant, I have given instructions that preserved vegetables, as suggested, should be supplied to all our vessels, and also that the crew should be required to drink the lime-juice when served out.

"I should be glad if you could point out how it can be certified as to the quality of the lime-juice; and if the Board of Trade deemed it desirable that 10 per

10 per cent. of spirit should be added, as recommended in the report sent me, and would issue any recommendation on the subject, I would take care to carry it out.

" I am, &c.

" T. H. Farrer, Esq., Board of Trade." (signed) " *J. A. Tobin.*"

(M. 2467.)

Board of Trade to Seamen's Hospital Society.

Board of Trade, Whitehall,

Sir, 28 June 1865.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a letter from the Company of African Merchants, Liverpool, respecting scurvy on board the ship " Ferozepore," and to request that the Board of Trade may be favoured with the opinion of the medical officers of the " Dreadnought" as to the reply which should be sent to Mr. Tobin.

I am, &c.

The Secretary, Seamen's Hospital Society, (signed) *James Booth.*
86, King William-street, E. C.

(M. 2581.)

Seamen's Hospital Society to Board of Trade.

Seamen's Hospital Society,
86, King William-street, E.C.,

Sir, 3 July 1865.

IN reply to your letter of the 28th ultimo, enclosing copy of a letter to Mr. Farrer from Mr. Tobin, of Liverpool, respecting the quality of lime-juice, I have to lay before you (as annexed) copy of a letter from Mr. H. Leach, the resident assistant physician of the " Dreadnought," which gives (as you requested) the opinion of the medical officers of this hospital as to the reply which should be sent to Mr. Tobin.

I am, &c.

James Booth, Esq., (signed) *Kemball Cook,* Secretary.
Board of Trade.

(Enclosure).

Hospital Ship " Dreadnought,"

Sir, 1 July 1865.

IN reply to your request and enclosure dated 28th June 1865, I have the honour to forward the following recommendations tending to ensure the possession and preservation of good lime or lemon-juice:—

1. That the juice, having been received in bulk from the vendors, shall be examined and analyzed by a competent medical officer.
2. That 10 per cent. of brandy (S. G. 930), or of rum (S. G. 890), shall afterwards be added to it.
3. That it shall be packed in jars or bottles, each containing one gallon, or less, covered with a layer of oil, and closely packed and sealed.

It is of paramount importance that recommendation 1 be fully carried out, as all other regulations are worthless, unless it be clearly ascertained that a pure article has been supplied.

I am, &c.

The Secretary, Seamen's Hospital Society. (signed) *Harry Leach.*

(M. 2581.)

Board of Trade to all Local Marine Boards.

Board of Trade, Whitehall,
14 July 1865.

Sir,

Referring to this Board's letter of the 21st ultimo, forwarding a copy of the Report of the Inspectors on cases of scurvy on board the "Ferozepore," I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Local Marine Board, the enclosed copy of a letter from Mr. Leach, the resident medical officer of the hospital ship "Dreadnought," with recommendations which are stated as tending to ensure the possession and preservation of good lime or lemon-juice on board ships.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Local Marine Board.

(M. 2581.)

Board of Trade to Company of African Merchants (Limited).

Board of Trade, Whitehall,
15 July 1865.

Sir,

In reply to your letter of the 22d ultimo, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Company of African Merchants (Limited), the inclosed copy of a letter from Mr. Leach, the resident medical officer of the hospital ship "Dreadnought," with recommendations which are stated as tending to insure the possession and preservation of good lime or lemon juice on board ships.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Company of African Merchants (Limited),
Walmer Buildings, Water-street,
Liverpool.

(M. 2458.)

"Royal Alice."

The Seamen's Hospital Society, on the 16th June 1865, reported the admission into the "Dreadnought" of four cases of scurvy from the "Royal Alice." Mr. Coleman and Dr. Dickson were appointed by the Board of Trade as inspectors to inquire into the circumstances.

The following is the report of Mr. Coleman and Mr. Humphreys (who acted in the absence of Dr. Dickson):—

"Sir,

"London, 21 June 1865.

"We have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that on the 20th instant we visited the 'Royal Alice,' lying in the West India Docks, to institute an inquiry into the circumstances of the breaking out of scurvy on board that vessel.

"We find the 'Royal Alice' is of 1,243 tons register; that she sailed from Calcutta on the 25th January last, and arrived at this port on the 12th instant. In consequence of the length of the homeward passage, the meat and biscuits were nearly expended, and the crew were put on an allowance of two-thirds for the last 21 days. We inspected the small quantity of provisions which remained in

in the ship, which we found to be good. The lime-juice and vinegar, which had been purchased at Calcutta from the troop ship 'Middlesex,' were also of excellent quality; the former had been preserved in small quantities, and had retained its anti-scorbutic properties. One of the seamen died from cholera in the hospital at Calcutta; but there was no sickness among the crew either on the outward or homeward passage. We found that the lime-juice, sugar, and vinegar had been served out in accordance with the requirements of the 'Merchant Shipping Act.'

"With reference to the four men now on board the 'Dreadnought,' who are at present suffering from scurvy in a mild form, we find that they, together with 46 other distressed British subjects, were provided with their passage from Calcutta to England on board the 'Royal Alice' at the expense of the 'Cyclone Relief Fund,' and that one of these passengers died during the voyage from consumption. The passage-money was at the rate of about 190 rupees for each person, and they received the same rations as the crew of the 'Royal Alice.' The whole of the 50 passengers were berthed under the fore hatch; and we were informed by the master that the accommodation provided for them was inspected by Mr. Caw (the shipping master at Calcutta) and his assistant.

"We visited the men on board the 'Dreadnought,' and acertained that each of them had been in the hospital at Calcutta for the four or five months immediately preceding the date of their shipment in the 'Royal Alice,' and that one of them at least was scarcely able to walk on board. Two of these men had been suffering from rheumatism, another from secondary syphilis, and the other from injuries received in the cyclone. The state of their health at the time of leaving Calcutta would render them more than usually liable to an attack of scurvy, more particularly when the protracted length of the homeward voyage and their destitute condition (they being ill provided with clothing) is taken into consideration.

"In conclusion we have to report that the provisions of the 'Merchant Shipping Act' (which apply to the crew only) have been complied with, and that the master appears to have supplied his sick passengers with medicines, and that the treatment adopted in each case was judicious.

"We are, &c.
(signed) "*T. Bennett Humphreys*, F.R.C.S.
"*Everard Homē Coleman.*"

"To John J. Mayo, Esq.,
Registrar of Seamen,
&c. &c. &c."

SCURVY IN MERCHANT SHIPS.

COPY of Correspondence between the Board of Trade and the Local Marine Boards, or other Persons, on the Subject of Scurvy in Merchant Ships since the date of the Sixth Report of the Medical Officer of the Privy Council, dated 1863; together with the Results of Inquiries ordered by the Board of Trade in cases where Scurvy has been known to exist on board Ship.

(*Mr. Childers.*)

Ordered, by The House of Commons, *to be Printed,*
23 *June* 1865.

[*Price* 6 *d.*]

404.

Under 8 *oz.*

SEAMEN'S HOSPITAL SOCIETY.

RETURN to an Order of the Honourable The House of Commons, dated 30 March 1865;—*for*,

COPY "of a MEMORIAL addressed to the Treasury, on the 6th day of March 1865, on the part of the SEAMEN'S HOSPITAL SOCIETY, and of all CORRESPONDENCE between the Board of Trade and the Society in and subsequent to the Year 1853, in reference to the subject matter thereof."

— No. 1. —

The Secretary, Marine Department, Board of Trade, to Mr. *Labouchere*.

Dear Sir, Board of Trade, 18 April 1853.

MR. CARDWELL desires me to ask you to inform him whether the following arrangement would be satisfactory to the Seamen's Hospital Society:—

To pay in lieu of the annual sum of 550 *l.*, now payable under the Seamen's Fund Winding-up Act, a gross sum of 2,213 *l.* 15 *s.* on the 1st October 1853, the day on which it is now proposed the New Act should come into operation.

To pay annually to the Society out of the Exchequer a sum equal in amount to the sum received in each year as fines on the loss of register tickets. This would deprive the Society of the amount they now receive from other penalties under the Act 7 & 8 Vict. c. 112; but these penalties are very small in amount, as will be seen from the enclosed statement of the sums received in 1852, at the principal ports.

The object of the whole arrangement is to simplify accounts. It is proposed that all funds of every kind now coming to the Naval Department of the Board of Trade, shall be paid into the Exchequer, and all disbursements paid out of the Consolidated Fund. The penalties under the Merchant Seamen's Acts will, like other penalties, be paid into the Exchequer by the justices' clerks, or officers of court, who receive them. The fines on the loss of register tickets, which, according to opinions of the law officers recently obtained, are to be received by the persons who issue the tickets, and not to be inflicted by magistrates, will form a separate item of account, and will be paid by these officers, directly or indirectly, into the Exchequer. These fines, or rather an equivalent sum, the amount of which will be easily known without the confusion of accounts which now exists, will be paid over to the Society.

I enclose a statement of the way in which the value of the 550 *l.* annuity has been calculated, and a copy of the clause or resolution by which the above proposals would be carried into effect.

I am, &c.

John Labouchere, Esq. (signed) *T. H. Farrer.*

NATURE of OFFENCES for which Penalties have been Inflicted under 7 & 8 Vict. c. 112, at the Undermentioned Ports, from 1st July to 31st December 1852.

Date.	Port.	Various Offences.	Loss of Register Ticket.	Total Amount of Penalties Received.	OBSERVATIONS.
		£ s. d.	£ s. d.	£. s. d.	
July -	Liverpool -	- 10 -	106 11 6	107 1 6	The 10 *s.* for assault at sea.
„ -	London - -	- -	70 15 -	70 15 -	
„ -	Greenock -	- -	2 4 6	2 4 6	
August -	South Shields -	4 8 11	- -	4 8 11	The owner in this case was fined 6 *l.* 13 *s.* 4 *d.* for refusing to deliver up apprentice indentures; two-thirds of penalty payable to Seamen's Hospital Society.
September	Greenock -	9 3 3	- -	9 3 3	This amount is for forfeiture of wages for desertion.
October -	Liverpool -	8 10 10	130 11 -	139 1 10	£. 2 for assault, and 6 *l.* 10 *s.* 10 *d.* for not supplying lime juice.
„ -	London - -	4 - -	90 15 -	94 15 -	£. 4; receiving money to supply seamen, &c.
December -	North Shields	- 5 -	4 8 6	4 13 6	5 *s.* for assault.
„ -	Sunderland -	4 - -	8 1 6	12 1 6	£. 4 in this case; the offence is not stated.
„ -	Greenock -	- -	5 12 -	5 12 -	
	TOTAL - - £.	30 18 -	418 19 -	449 17 -	

— No. 2 —

The Secretary to the Seamen's Hospital Society, to the Secretary Marine Department, Board of Trade.

Seamen's Hospital Society,
74, King William-street, City,
22 April 1853.

Sir,

IN reference to the proposals contained in your letter to Mr. Labouchere of the 18th instant, which has been under the consideration of the Committee of the Seamen's Hospital Society this day, I am desired by them to report that the arrangement therein stated would be satisfactory, viz.:—

That in lieu of the 550 *l.* per annum, payable to the Society under the Merchant Seamen's Fund Winding-up Act, for seven years, from 1st July 1851, the Society shall on the 1st October next receive a gross sum equal to the 4¾ years of that term which will then be unexpired (less simple interest after the rate of 4 per cent.)

I avoid the use of your figures fixing the amount, as I believe you will find an inaccuracy therein; the gross amount being 2,612 *l.* 10 *s.*, instead of the 2,475 *l.* named in the statement which accompanied your letter: and that instead of the present arrangement for payment to the Society under the Mercantile Marine Act, after deducting the amount of expenses incurred by the

the Board of Trade, a separate account shall be kept of so much of all fines and penalties recovered as arise from the loss or renewal of register tickets, and the full amount thereof be paid to the Society.

I am, &c.

T. H. Farrer, Esq., (signed) *Kemball Cook*,
Marine Department, Board of Trade. Secretary.

— No. 3.—

The Secretary Marine Department, Board of Trade, to the Secretary to the Seamen's Hospital Society.

Office of Committee of Privy Council for Trade,
Marine Department,
Sir, Whitehall, 28 September 1853.

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that my Lords have, with the concurrence of the Lords Commissioners of the Admiralty, determined to exercise the powers given to them by the Mercantile Marine Act, 13 and 14 Vict. c. 93, s. 32, of dispensing with the observance of so much of the Act 7 & 8 Vict. c. 112, as relates to the system of registering seamen by means of tickets, and they propose that the discontinuance of the system shall take effect from 1st October next, the day on which the Merchant Shipping Law Amendment Act, 1853, comes into operation.

I am, &c.

The Secretary (signed) *T. H. Farrer.*
Seamen's Hospital Society.

— No. 4. —

The Secretary to the Seamen's Hospital Society to the President of the Board of Trade.

Seamen's Hospital Society,
74, King William-street, City,
Sir, 26 October 1853.

I AM instructed by the Committee managing the affairs of this Society to address you in reference to a letter received from your Secretary, acquainting them that the system of registering seamen by means of tickets (to the fund arising from which all the interests of the Society under the Act 7 & 8 Vict. c. 112, have so recently been exclusively transferred), was to be dispensed with from the 1st of the present month.

The Committee are most deeply concerned to learn that the communications had with you during the last Sessions of Parliament for the purpose of preserving this portion of the income of the charity, thus appear to be rendered valueless; as the clause introduced into the present Merchant Shipping Act as the result thereof, becomes inoperative.

The Committee instruct me to remind you that under the Act 7 & 8 Vict. c. 112, their receipts averaged 1,308 *l.* per annum, as follows:—

	£.	*s.*	*d.*
In 1845 - - - - - - -	198	19	8
„ 1846 - - - - - - -	1,322	9	10
„ 1847 - - - - - - -	1,686	5	10
„ 1848 - - - - - - -	597	2	–
„ 1849 - - - - - - -	939	13	11
„ 1850 - - - - - - -	844	4	9
Arrears received subsequently - - -	1,607	4	5
£.	7,196	–	5

That although the fund became reduced when they had not the collection of it, they received under the Act 13 & 14 Vict. c. 93, as follows:—

On account of fines received in 1851 - - £. 607 11 2
Ditto - - - 1852 - - 843 14 –

The amount increasing as the altered regulations became better known.

The Committee are unwilling to believe the intention of Her Majesty's present Government, or of Parliament, to be, that an institution whose national importance was so fully recognised by the Act 7 & 8 Vict. cap. 112, and whose interests have been carefully acknowledged in the successive alterations or modifications of that Act, should be deprived by the various legislative arrangements made or contemplated, of so large a portion of its income as the following statement exhibits:—

	£.
Annual average amount received during the operation of the Act 7 & 8 Vict. cap. 112 - - - - - - - - - -	1,308
Annual loss, to commence from Midsummer 1858, of money granted under 5 Will. 4, cap. 52, sec. 32, but which was by 14 & 15 Vict. cap. 102, sec. 51, commuted to an annual payment for seven years from 1st July 1851 (and is by 16 & 17 Vict. cap. 131, sec. 30, to be paid off at once in full, minus interest at 4 per cent.) - -	550
Lowest amount of annual subscription from the Trinity Corporation, who have now intimated the probability that the arrangements by Her Majesty's Government will oblige them to discontinue the same - - - - - - - - - - - - - -	200
£.	2,058

Being no less than one-third of the amount required to be raised annually to meet the expenses of the Society.

Having been informed that the alteration, the result whereof will so seriously affect this Society, was made with the concurrence of the Lords Commissioners of the Admiralty, the Committee have instructed me to call their Lordships' particular attention also to the subject; and they earnestly trust that an arrangement will be made whereby the permanent character of this invaluable Society, which has now been in operation for a period of 32 years, and whose importance increases with the naval and mercantile interests of the country, shall not be endangered.

I have, &c.

The Right Hon. E. Cardwell, M.P., Board of Trade. (signed) *Kemball Cook*, Secretary.

— No. 5. —

The Secretary, Marine Department, Board of Trade, to the Secretary to the Seamen's Hospital Society.

Office of Committee of Privy Council for Trade, Marine Department, Whitehall, 18 November 1853.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 26th ultimo, expressing the regret of the Committee of the Seamen's Hospital Society that, by the decision of their Lordships to discontinue the system of registering seamen by means of tickets, a considerable loss must occur to the funds of the Society.

My Lords direct me to express their regret that one effect of the discontinuance of a penal system, which on other grounds it has not been considered desirable to continue, should be to deprive so useful an institution of one of the sources of its revenue; but it must be obvious that it was not possible for them to continue this system for the sole purpose of assisting to maintain the Seamen's Hospital by means of the penalties imposed under it.

With regard to any further arrangements to be made for the purpose of assisting the Society, my Lords desire me to state that they have no funds on which it is in their power to make any charge for charitable purposes.

I am, &c.

Kemball Cook, Esq., Secretary, Seamen's Hospital Society, 74, King William-street, City. (signed) *T. H. Farrer.*

— No. 6. —

The Secretary, Marine Department, Board of Trade, to the Secretary to the Seamen's Hospital Society.

Sir, Board of Trade, Whitehall, 2 May 1854.

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that the sums received for fines and penalties under the Mercantile Marine Acts for the three quarters ended 30th September 1853, amount to 1,496 *l.* 3 *s.* 8 *d.*

By the 118th section of the Act 13 & 14 Vict. c. 93, power is given to the Board of Trade to apply any surplus of these monies (above 1,150 *l.* payable to Seamen's Hospital Society) in such manner as the Board may think fit for the benefit of persons engaged in or connected with the merchant service; and my Lords having taken into consideration that this is the last payment to be made to the Seamen's Hospital Society, have determined to allow the whole amount received to be applied to its benefit; instructions to this effect, therefore, will be given upon your application.

I am, &c.
(signed) *T. H. Farrer.*

Kemball Cook, Esq.,
Secretary, Seamen's Hospital Society,
King William-street, City.

— No. 7. —

The Secretary to the Seamen's Hospital Society to the Secretary, Marine Department, Board of Trade.

Seamen's Hospital Society,
Sir, 74, King William-street, City, 3 May 1854.

I AM desired by the Committee managing the affairs of this Corporation to request that you will be pleased to return their thanks to my Lords of the Committee of Privy Council for Trade, for their kind consideration in having set apart for the use of this Society the whole sum received under the Mercantile Marine Acts for the three quarters ended 30th September last, amounting to 1,496 *l.* 3 *s.* 8 *d.*

I am further instructed to request that an order may be made for payment of the said sum to me, as heretofore.

I am, &c.
(signed) *Kemball Cook,*
Secretary.

The Secretary, Marine Department,
Board of Trade.

— No. 8.—

The Secretary, Marine Department, Board of Trade, to the Secretary to the Seamen's Hospital Society.

Sir, Board of Trade, Whitehall, 5 May 1854.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 3d instant, and to inform you that Her Majesty's Paymaster General has been requested to pay you the sum of 1,496 *l.* 3 *s.* 8 *d.* for amount of fines and penalties received under the Mercantile Marine Acts to the 1st October 1853.

I am, &c.
(signed) *T. H. Farrer.*

Kemball Cook, Esq.,
Secretary to the Seamen's Hospital Society.

— No. 9. —

The Chairman of the Committee of the Seamen's Hospital Society to the Lords of Her Majesty's Treasury.

Seamen's Hospital Society,
86, King William-street, E.C., 6 March 1865.

My Lords,

The Committee managing the affairs of the Seamen's Hospital, established on board the "Dreadnought," beg respectfully to appeal to your Lordships for a grant of money from Her Majesty's Treasury in behalf of this hospital, under the following circumstances:

For several years past complaints have been made of the increasing inconvenience of the place where the "Dreadnought" is moored, and the Committee have been urged by every one of their medical and surgical officers to discontinue the practice of keeping the hospital on board ship, on account of the irremediable insufficiency both of ventilation and light, the noises from caulking, walking on deck over patients' heads, the difficulty of separating refractory patients and fever cases; the alarm produced by collisions with the ship (especially at night), the difficulty of obtaining good nurses, the accumulation of poison imbibed by the ship's timbers, &c.

The growing importance of these and other objections has at length determined the Society (as empowered by its Act of Incorporation), to build a hospital on shore; and the Committee have just entered into an agreement with the Commissioners of Greenwich Hospital for the purchase of a site for this purpose.

It is believed that at least 60,000 *l.* will be required for the erection of the proposed hospital.

The Society is aware of the objections frequently urged by Her Majesty's Government and by Parliament against the employment of any portion of the public revenue for charitable uses; but the Committee venture to submit that there are very special reasons which would justify a grant to the Seamen's Hospital Society of not less than 20,000 *l.* from the wages and effects of deceased seamen, of which fund the balance in hand, at the close of the year 1863, amounted to 62,638 *l.*

By the Act 14 & 15 Vict. c. 102, sect. 36, it was enacted, that the wages and effects above referred to, if the deceased were not a member of a Friendly Society, "shall be paid to the Seamen's Hospital Society."

And by the same Act it was directed, that in the case of deposits by seamen in savings banks, if unclaimed for seven years, the "managers of such savings banks may pay the same, and all interest thereon, to the Seamen's Hospital Society."

Although both clauses were repealed by subsequent Acts, the intention of the Legislature to befriend the Society is unmistakeable.

The funds of the Society have, however, during the last 11 years, been actually deprived, in a manner not contemplated by the Legislature, of a large sum granted by Parliament in the year 1844, and the continued payment of which was again enacted in 1850.

The circumstances are as follows: In the year 1853, the Society was requested by the then President of the Board of Trade, "for the purpose of simplifying accounts," to forego its right to the various fines, &c., from which it had been accustomed to receive on an average 1,150 *l.* per annum, and to accept in lieu thereof certain specified sums of nearly equivalent amount, received by the Board in each year as fines on the loss of register tickets.

The Committee assented to that request, and the Mercantile Marine Amendment Act, 1853, adopted such alteration.

But on the very day on which such Act came into operation, the Board of Trade issued orders for discontinuing the system of registering seamen by means of tickets.

The Society was thus at once, and without notice, instantly deprived of nearly one-sixth part of its entire income; and its receipts from that time have, to that extent, proved insufficient to meet the expenditure. The deficiency is only made up from time to time by the application, to the ordinary expenditure of the Society, of legacies which it was customary to invest for its permanent advantage.

No compensation for so heavy a loss has yet been made to the Society, and the monies received under the Mercantile Marine Acts go to the National Exchequer.

Under these circumstances, the Seamen's Hospital Society indulges the earnest hope that your Lordships will be pleased to recommend to Parliament the grant of 20,000 *l.* from the fund referred to; a recommendation which the Committee feel convinced will be ratified by the approval of the Legislature.

I have the honour, my Lords, on behalf of the Seamen's Hospital Society, to subscribe myself,

Yours, &c.
(signed) *William Bowles*, Admiral,
Chairman of the Committee.

To the Right Honourable
The Lords of Her Majesty's Treasury.

— No. 10. —

The Secretary of the Treasury to the Secretary, Board of Trade.

Sir, Treasury Chambers, 25 March 1865.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith an application, which they have received from the Seamen's Hospital Society for a grant of public money in support of the "Dreadnought" Hospital Ship; and I am to acquaint you that before replying to the Memorial, my Lords would wish to be favoured with any information which the Lords of the Committee of Council for Trade may be able to afford them on the several allegations contained in it.

I am, &c.
(signed) *F. Peel.*

J. Booth, Esq.

— No. 11. —

The Secretary, Marine Department, Board of Trade, to the Secretary of the Treasury.

Board of Trade, Whitehall,
Sir, 31 March 1865.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 25th instant, transmitting an application from the Seamen's Hospital Society, and requesting the observations of the Board of Trade.

In reply, I am to state in the first place that the Seamen's Hospital Society is an excellent charity, and admirably managed. As regards the special objects for which they seek a grant of public money, viz., the erection of a hospital on shore, the Board of Trade can give no information beyond that which is contained in the application from the Society.

As regards the special reasons which the Committee of the Society submit for the purpose of justifying a grant to the Society from the public revenue, the Board of Trade desire to offer the following observations.

The first of these reasons would appear to be founded on former dealings with the wages and effects of deceased seamen.

The facts with respect to this part of the subject are as follows:

Before the year 1851, the wages and effects of seamen who died upon a voyage were collected by the then existing Trustees of the Merchant Seamen's Fund, under the Act 4 & 5 Will. 4, c. 52, s. 30, to be by them handed over to the seamen's representatives, and in case of no representatives, to be paid into the Merchant Seamen's Fund. The Merchant Seamen's Fund had for years been totally insolvent, when in 1851 provision was made for winding it up by the Act 14 & 15 Vict. c. 102. Under this Act and under the 16 & 17 Vict. c. 121, ss. 28 & 29, the assets of the Merchant Seamen's Fund were paid into the Exchequer, and the liabilities were and are still provided for by annual votes of Parliament. The assets amounted to 159,050 *l.* 17 *s.* 4 *d.*, while the

sums already paid out of the Exchequer amount to no less a sum than 744,686 *l.* 5 *s.* 6 *d.* A vote of 54,200 *l.* is proposed for this year, and a large vote will be necessary for some years to come.

By the Act 14 & 15 Vict. c. 102, ss. 29 to 37, the wages and effects of deceased seamen were to be collected and administered by the Board of Trade. In the event of no claim by the family being allowed within a period of seven years from the first receipt of the money they were to be paid to any friendly society to which the seamen belonged, or in the event of his belonging to no such society, to the Seamen's Hospital Society. The latter part of this clause, however, never took effect; for by the 16th & 17th Vict. c. 131, s. 27, passed in the year 1853, it was provided that, in cases of wages or effects of deceased seamen received by the Board of Trade under the Seamen's Fund Winding-up Act 1851, to which no claim was substantiated within six years after the receipt thereof by the Board, it should be in the absolute discretion of the Board, if any subsequent claim were made, either to allow or refuse the same; and that the Board of Trade should, from time to time, pay any moneys arising from the unclaimed wages and effects of deceased seamen, which in the opinion of the Board were not necessary to retain for the purpose of satisfying claims, into the Exchequer. The sums collected by the Board of Trade as wages and effects of deceased seamen, have no doubt been very much larger than they were before the matter came into their hands. The amount collected and distributed to the relatives by the Merchant Seamen's Fund Trustees cannot be ascertained, but the aggregate amount unclaimed and paid into that fund for the last 10 years of their administration, was 4,043 *l.* 11 *s.* 6 *d.*, being an average of only 404 *l.* 7 *s.* 2 *d.* per annum, whilst the sums collected by the Board of Trade in the last ten years, ending with 1864, was 277,436 *l.* 6 *s.*, and the sum distributed among relatives was 193,983 *l.* 8 *s.* 5 *d.*, leaving a balance to be ultimately paid into the Exchequer of 83,452 *l.* 17 *s.* 7 *d.*, being an average of 8,345 *l.* 5 *s.* 9 *d.* per annum.

The Act of 1851, under which the surplus wages were to have been paid to the Society, undoubtedly shows a favourable intention on the part of the Legislature towards the Society; but the Society never received anything under that Act, as seven years had not elapsed when the subsequent Act passed. For the subsequent Act good reasons are to be found, in the first place, in the principle, that property of intestates, dying without relations, belongs to the Crown; and secondly, and more especially in the fact that these unclaimed wages originally belonged to the Merchant Seamen's Fund, and that the liabilities which the Government had undertaken in respect of that fund were far greater than the assets.

The second of the reasons mentioned in the Society's application relates to a loss which the Society have sustained in consequence of the abolition of certain fines or penalties.

From the statement in their application to the Treasury, it would appear as if the Society had been originally entitled to certain penalties; as if it had been induced by the Board of Trade to receive in lieu thereof certain other fines, and had then, by a sudden and unforeseen Act of the Board of Trade, been deprived of the fines which they had so agreed to receive. The real facts are, however, as follows:—Under the old Merchant Seamen's Act, 7 & 8 Vict. c. 112, s. 62, fines and penalties inflicted under that Act were to be paid to this Society. The chief, indeed the only valuable portion, of these penalties were fines for the renewal of Seamen's Register Tickets, levied under section 22 of that Act. By the Mercantile Marine Act, 13 & 14 Vict. c. 93, all fines and penalties recovered, either under that Act or under the Act 7 & 8 Vict. c. 112, s. 111, were to be paid to the Board of Trade, and by the same Act, section 118, the Board of Trade were to pay over to the Society a sum equal to the penalties the Society had theretofore received, provided those penalties contained sufficient to pay it. The Society was in fact treated by the Act of 1851 as entitled to the penalties they had down to that time enjoyed, but to nothing more.

In 1853 arrangements were made for adopting the true principle, viz., that of paying all fines and penalties into the public Exchequer, and it was arranged that the Society should receive from the Exchequer a sum equal to the fines for the renewal of register tickets, which in fact formed the whole, or nearly the whole, of the penalties which they had down to that time been receiving. This arrangement was made with the consent of the Society, and was carried into effect

effect by 16 & 17 Vict. c. 131, s. 30. It is obvious that under this arrangement the Society gave up nothing, except the very trifling amount of penalties other than those imposed in respect of register tickets, and that with this exception, that which they continued to receive was precisely what they had received before, the only difference being that it was to be paid to them through the medium of the Exchequer in lieu of being paid directly by the Board of Trade.

The system of register tickets had long been complained of as useless and burdensome, and after the repeal in 1853 of the Manning Clauses in the Navigation Act, it was found impossible to maintain that system; consequently in the autumn of 1853 the Admiralty and the Board of Trade, in exercise of powers given to them by the Mercantile Marine Act of 1851, abolished the system of register tickets. With this system the fines for the renewal of register tickets ceased as a matter of course, and with those fines the compensation equal to them, which was under arrangement made with the Society in 1853 to be paid by the Exchequer to the Society, ceased also. The Society lost nothing by this which they would not equally have lost if no such arrangement had been made with them; and unless they can maintain that the Legislature had contracted with them to keep up the burdensome system of register tickets, in order that the seamen's fines should go to the Society, they cannot with justice complain of the loss they sustained, or maintain any claim founded on the abolition of a vested interest or on the withdrawal of a fund guaranteed to them by Parliament or by the Government.

On the general claim of the Society as an excellent charitable institution to a grant of public money, it is not for the Board of Trade to express an opinion.

I have, &c.

The Secretary, Treasury. (signed) *T. H. Farrer.*

P. S.—The enclosure of your letter is returned.

SEAMEN'S HOSPITAL SOCIETY.

COPY of a MEMORIAL addressed to the Treasury, on the 6th day of March 1865, on the part of the SEAMEN'S HOSPITAL SOCIETY, and of all CORRESPONDENCE between the Board of Trade and the Society in and subsequent to the Year 1853, in reference to the subject matter thereof.

(*Mr. Crawford.*)

Ordered, by The House of Commons, *to be Printed,*
22 *May* 1865.

305.

Under 1 *oz.*

SEAMEN'S SAVINGS BANK.

AN ACCOUNT of all DEPOSITS Received and Repaid by the BOARD of TRADE, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, 19 & 20 Vict. c. 41, during the Year ended 20th November 1864, and of the Interest thereon.

Note.—The Account is made up to the 20th of November, that being the date to which Interest for Savings Banks is calculated by the Commissioners for the Reduction of the National Debt.

RECEIPTS.

	£.	s.	d.
To Balance on 20th November 1863 - - - - - - - - - -	36,067	17	9
To Amount received from Depositors during the year ended 20th November 1864 - - - - - - - - - - - - - -	20,583	2	7
To Amount of Interest received from the National Debt Office for the year ended 20th November 1864 - - - - - - - - - - -	1,202	9	1
£.	57,853	9	5

PAYMENTS.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
By Amount of Repayments during the year ended 20th November 1864 -							17,201	3	6
By Balance as under - - - - - - - - - - - - - -							40,652	5	11
Viz.:—									
Invested with Commissioners for the Reduction of the National Debt - - -	39,971	13	5	Due to 1,315 Depositors, including Interest to 20th November 1863,	39,885	5	2		
In hands of Her Majesty's Paymaster General - - -	680	12	6	Surplus Interest - -	767	-	9		
£.	40,652	5	11	£.	40,652	5	11		
£.							57,853	9	5

Board of Trade,
27 April 1865.

H. R. Williams,
Accountant.

SEAMEN'S SAVINGS BANK.

ACCOUNT of all Deposits Received and Repaid by the Board of Trade, under the Authority of the Seamen's Savings Bank Act, 1856, during the Year ended 20th November 1864, and of the Interest thereon.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed*,
9 *May* 1865.

STEAM VESSEL "STANLEY."

RETURN to an Order of The Honourable the House of Commons, dated 8 February 1865; *for*

COPY "of EVIDENCE and REPORT, relative to the Loss of the 'STANLEY' Steam Vessel at the Mouth of the *Tyne*, in pursuance of an Inquiry directed by the BOARD of TRADE."

Board of Trade, 9 March 1865.

T. H. FARRER.

The Clerks to the Justices of the Borough of *Tynemouth*, to the Secretary Marine Department, Board of Trade.

"STANLEY."

Magistrates' Clerks' Office, Borough of Tynemouth,
14 December 1864.

Sir,

WE have this day forwarded to you by book-post the Report of the Justices of the Borough of Tynemouth on the Inquiry respecting the loss of the screw steamer "Stanley," together with a copy of the Minutes of the Evidence taken upon the investigation of such loss, and also the following documents referred to in the Evidence—viz., Rules and Orders of the Trinity House, Newcastle, marked with the letter A; Rules and Regulations for Sea Pilots by same Trinity House, marked with the letter B; Statement of Thomas Howling, the Master of the "Stanley," marked with the letter C, together with testimonials as to his character annexed; Observations of the velocity and set of the tidal current at the mouth of the River Tyne, marked with the letter D; and certified copy of the register at the port of Aberdeen of the said steamship "Stanley."

We shall be obliged by your acknowledging the receipt of the before-mentioned documents.

We are, &c.
(signed) *S. J.* and *Henry Dale*,
Clerks to the Justices for the Borough of Tynemouth.

THE REPORT of *Joseph Spence* and *Alexander Shannon Stevenson*, Esquires, two of Her Majesty's Justices of the Peace of the Borough of Tynemouth, on an official investigation held on the 6th day of December 1864, at the Town-Hall, in the said Borough of Tynemouth, and from thence by adjournment from day to day till the 10th day of December 1864, into the circumstances attending the loss of the Steamship "Stanley," of the Port of Aberdeen, wrecked on or near the coast of Tynemouth, in the said borough, on the rocks called the Black Middens, within the mouth of the River Tyne there, on the 24th day of November 1864, such investigation being held by and at the Order of the Lords of the Committee of the Privy Council for Trade under and by virtue of the "Merchant Shipping Act, 1854," and the "Merchant Shipping Act Amendment Act, 1862," the said Justices being assisted in such investigation by Captain Harris and Captain Baker, of Her Majesty's Royal Navy, as Nautical Assessors, under and in accordance with the said Acts.

To the Lords of the Committee of Privy Council for Trade.

My Lords,

WE have the honour to state, for the information of your Lordships, that we have held an official inquiry into the circumstances attending the loss of the

screw steamship "Stanley," which occurred on the evening of the 24th of November, upon the Spanish Battery Rocks, at the entrance of the River Tyne.

In this investigation we have had the able assistance of Captains Harris and Baker, the Nautical Assessors of the Board of Trade, and we now beg to submit the following as our Report:—

The "Stanley" was built of iron, at Hartlepool, in the year 1858, and registered at Aberdeen. By her certificate of registry, she is described as being in length 193$\frac{9}{10}$ feet, in breadth 27 feet, and in depth 14 feet. Her gross tonnage was 552 tons, and her registered tonnage 376 tons. She was owned by the Aberdeen Steam Navigation Company, and was employed in the coasting trade between that port and London. The vessel was propelled by two engines, of the combined power of 110 horses. The crew consisted of 29 persons, all told; and it is stated in evidence that she was in good condition, and properly equipped for her intended voyage.

The "Stanley" left Aberdeen at 9.25 p.m. on the 23rd of November, under the command of Mr. Thomas Howling, who held a certificate of service, which was lost in the ship. She had on board, as far as can be ascertained, 31 passengers, and an average general cargo. In addition, there was on deck 47 head of cattle secured in pens, and 30 sheep; and when the vessel left the port, her draft of water was 13 feet aft and nine feet forward.

On leaving port the weather was fine, with a moderate breeze from S.S.W. Nothing of any moment occurred till the following morning, when the wind veered to S., and at 9 a.m. it drew round to S.E., blowing hard, with a high sea getting up, and increasing rapidly. At 2 p.m. it was blowing a hard gale, with a very heavy sea, and the ship laboured so heavily, that the cattle-pens gave way. The weather having now assumed a very threatening appearance, the master held a consultation with his mate. They referred to their chart, and finding Tynemouth bore about west, and distant about 25 miles, they deemed it more prudent to run for that harbour for shelter than to the Firth of Forth, as both the wind and sea were more favourable for reaching the Tyne.

Accordingly, a course was shaped to make the entrance of the Tyne. At 4.30 p.m. they made Tynemouth Light, bearing about W. by N. On approaching the harbour, rockets were fired in the hope of obtaining a pilot, and the ship's head was turned to seaward, awaiting the result of their signals. Night coming on and the ship making very heavy weather of it, with hardly steerage way against the heavy sea, the captain held a further consultation with his mate on the propriety of entering the Tyne, without a pilot or the guidance of the harbour lights. The mate had considerable experience of the navigation of the Tyne; and the master, feeling the urgency of the case, and knowing the dangerous position in which his vessel then was, determined to run in, for the safety of his ship and of all on board. Having thus decided, and considering further delay dangerous, the ship was steered for the harbour. A small pilot steamer, which had been out seeking for vessels, was driven in by stress of weather, about a quarter of an hour before the "Stanley" entered; and the "Stanley," in her then dangerous position, was left to her own resources. She entered between the piers in safety, and whilst proceeding at a rate of eight knots an hour, three tremendous seas in succession struck her aft, a little on the starboard quarter, broaching her to against her helm (then hard a-starboard), and before the ship could recover the proper channel, she grounded on the rocks below the Spanish Battery at about half-past 5 p.m., and ultimately became a total wreck, with a disastrous loss of life.

A communication was established by means of the rocket apparatus, but in spite of the repeated commands of the master to take the hawser to the mast-head, it was made fast so low, that after three lives had been saved, it became entangled in the rocks and was rendered useless. The rising tide and heavy sea prevented the Coast Guard, and those on shore, from making any further efforts, at that time, to communicate with the ill-fated ship. Prior to this, an attempt had been made by some of the crew to lower one of the ship's boats, but the davit breaking, five lives were lost; and shortly afterwards the whole of the remaining boats were washed away. About half-past 6 p.m., the Tynemouth lifeboat "Constance" put off, but was recalled in consequence of an unfounded impression that the crew and passengers had been saved by the Shields lifeboats:

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it was subsequently ascertained that the Shields lifeboats had been unsuccessful in their attempts to reach the wreck; and at about 8 o'clock, the Tynemouth lifeboat again put off, and made a gallant effort to reach the ship, and had nearly succeeded, when an overwhelming sea washed over the "Stanley's" bows, and falling upon the lifeboat, broke all the oars from the rollocks, and washed overboard all but two of her spare oars. In this disabled condition the sea carried her into the rigging of a schooner stranded at a little distance ahead of the "Stanley." By this mischance four of the boat's crew were thrown out, two of whom unfortunately lost their lives. After this the lifeboat was rendered useless, and she drifted up the river.

While this fruitless effort was being made to relieve the sufferers, the Coast Guard had proceeded with the rocket apparatus to North Shields, from whence they put off in a steam-tug to the scene of the wreck, but the sea was so terrific that they were unable to reach the vessel, and were compelled to return.

About 10 p.m. the ship broke in two, the same sea sweeping away the deck-house, on which most of the passengers had taken refuge, and washing them overboard; at this time the greatest sacrifice of human life took place. The fore part of the ship then swung round to the wind and sea; and one of her anchors having been providentially washed from the cathead, the chain attached to it held her in position, or probably we should have to record a still greater loss of life. The Coast Guard, whose laudable exertions cannot be too highly commended, returned to the scene of the disaster, and, the tide having fallen, succeeded in again establishing a communication with the ship at about 5 o'clock a.m.: by this means the remainder of the crew and passengers, some 33 in number, were eventually rescued, 26 having met with a watery grave.

Such is the narrative of the loss of the "Stanley," as extracted from the evidence before us.

In commenting upon these events, we would direct the attention of your Lordships to certain facts elicited during the lengthened and searching investigation in which we have been engaged, in the hope that measures may be taken to prevent, if possible, similar disasters in future.

A review of the evidence will show that the Tyne Improvement Commissioners, by removing the old bar, and deepening and widening the channel, have vastly improved the entrance to the harbour, and have rendered its navigation comparatively safe; but the full advantages which would have resulted from this improvement appear to have been in some measure neutralized by the absence of buoys and beacons, to indicate the deep-water channel.

The valuable evidence of Mr. Ure, the engineer-in-chief of the Tyne Commissioners, will be read with great attention. All that seems to be required to render the Tyne available for vessels of considerable draft of water, in all weathers and at all periods of the tide, is a proper system of lights and buoys; and the concurrent testimony of nearly all the witnesses examined before us speaks to the necessity of keeping the guiding lights exhibited at all times of the tide, instead of extinguishing them, as is now the practice, at half ebb and re-lighting them as soon as the flood has made in the harbour. In the present state of the river, had the lights been exhibited throughout the night, we might not now have to deplore the numerous wrecks and the fearful sacrifice of life that occurred on the night of the 24th of November last.

Another point to which we would direct particular attention was the difficulty the "Stanley" experienced as to obtaining a pilot. It is the practice of the screw steamers frequenting the Tyne to retain the services of a pilot specially selected, and who is expected to await the ship's arrival: when this takes place during the night, the ship discharges a rocket as a signal; and this is now of such frequent occurrence that a rocket signal is not heeded, except by pilots specially retained by vessels then expected. Thus the "Stanley," arriving off the port and seeking shelter, found her signals totally disregarded. The pilots' steamer, which was outside the harbour, saw the "Stanley," but taking her for one of the screw steamers frequenting the port, and presuming that she would have a pilot awaiting her arrival, did not go near her; and the pilots, in their evidence, state that they have been so frequently disappointed, and their services so constantly refused, that they have ceased to communicate with this class of vessels. We venture to suggest that this state of things should be remedied, so that a stranger arriving off the port may rely upon obtaining the services of a pilot.

Taking into consideration all the circumstances of the case, the state of the weather, and what was requisite for the safety of the ship, and of the lives and property entrusted to the care of the captain, we have decided, with the concurrence of our assessors, that he was justified in making for this port. And that having been unsuccessful in obtaining a pilot, and being then on a lee shore, with an unusually heavy sea; and knowing that there was a sufficient depth of water on the bar, he was also justified in running in, assisted as he was by the local knowledge of the mate. And we are further of opinion that the loss of the steamship "Stanley" was a misadventure, caused by the overwhelming sea, the absence of leading lights, and by other circumstances beyond the control of the master.

We have therefore adjudged, that Captain Thomas Howling is entitled to a renewal of his certificate.

We have, &c.,
(signed) *Joseph Spence*, J.P.
Alexander S. Stevenson, J.P.

We concur in the above Report.
(signed) *Hy. Harris*,
R. B. Baker,
Tynemouth, 13 December 1864. Nautical Assessors.

COPY of MINUTES of the EVIDENCE taken on an Official Investigation into the circumstances attending the loss of the Steamship "Stanley," of the Port of Aberdeen, held on the 6th, 7th, 8th, 9th, and 10th days of December 1864, at the Police Court, Town-Hall, in the Borough of Tynemouth, before Joseph Spence, and Alexander Shannon Stevenson, Esquires, two of Her Majesty's Justices of the Peace for the said Borough of Tynemouth, assisted by Captain Harris and Captain Baker, Nautical Assessors.

JOHN MAIN, sworn, saith:—I was chief mate of the steamer "Stanley," of Aberdeen. I held a master's certificate of competency, dated the 20th day of April 1863. The "Stanley" was owned by the Aberdeen Steam Navigation Company, Aberdeen; she was an iron ship, built at West Hartlepool, schooner rigged, with three masts, $376\frac{1}{100}$ tons, two engines of 110 horse power combined, $193\frac{9}{10}$ feet in length, 27 feet in breadth, and 14 feet depth from tonnage deck to ceiling at midships. She was commanded by Captain Thomas Howling; she had a crew of 29, all told. On the 23rd of November last, at 9.25 p.m., she left Aberdeen for London with a general cargo of merchandise, viz., an average one; she was drawing 13 feet water aft and nine feet forward; there were 47 head of cattle on her deck, 30 sheep also on deck, and one gentleman's small close carriage also on deck; this was the whole deck cargo. I believe there were 30 passengers, of both sexes; but I cannot say how many were first, or how many were second class. When we left Aberdeen the weather was fine, wind S.S.W., and light; the ship was in good condition, and well found. Her average speed was $7\frac{1}{2}$ to 8 knots, and a screw steamer. I have been chief mate of this ship for about 14 months, trading regularly between Aberdeen and London. I was in the steamer "Pharos" last, that ran between Aberdeen and the Tyne; most of the time I was mate, and for the last two months I was master. I was 16 months mate, and two months master of the "Pharos." When the "Pharos" was laid up getting repairs (and during the 16 months I was in the "Pharos"), I went master of a sailing schooner that was trading between the Tyne and Aberdeen; we were running in place of the steamer. Before I joined the "Pharos" I was eight months chief mate of the steamer "Lifeguard," trading between London and Newcastle. About 2 o'clock a.m. of the morning of the 24th of November the weather began to change, the wind veering from S.S.W. to S., and increasing; we altered the ship's course to south to keep her on a straight course for Flamborough Head. About 9 a.m., the wind having veered to the S.E., the course was altered to S. by E., the wind blowing hard, with heavy showers and a heavy sea. About 12 at noon I went below; at 2 o'clock the master called me up to look at the weather, which he said was very threatening; the ship was labouring very heavily when I got on deck. We consulted the chart, and found Tynemouth bore about west 25 miles off. We considered it was best to run for a port of safety. We first thought of the Firth of Forth; but in the way wind and sea were, it was as bad to go back as to go on our course, and at last we decided to run for the Tyne; we decided on this in consequence of the reports in the various local papers and other sources that it was considered a harbour of refuge, and plenty of water over the bar at any time of tide for a ship of our draught. At about 2.30 p.m. we bore away about W. for the Tyne; this brought the wind and sea right aft,

aft, the wind having changed whilst I was below from S.E. to E.S.E., and round to the E. The ship went much easier for this change in our course. We shipped no water after tthis but previous to our changing our course we had shipped a quantity of water. We followed the course until about 4.30, when we made Tynemouth Light on the starboard bow bearing about W. by N., about eight to 10 miles distant, the wind and sea still increasing. We kept the ship upon the light, and on coming close in—viz., about three-quarters of a mile to a mile from the light—we fired off a rocket for a pilot, and put the ship's head round to seaward; whilst waiting for a pilot a short time afterwards we fired off another rocket, the ship making very heavy weather of it with hardly steerage way. Whilst going head to sea we saw a barque, or ship of some description, in tow of a steam-tug going in for the harbour; we then decided to follow this ship in, as we had no chance of getting a pilot, and also as the night was threatening we thought the sooner we were inside the better. Upon this, the master ordered the helm a-port to follow the ship in, and accordingly the ship's head turned round towards the mouth of the harbour; when we were making in for the bar we sighted the buoy at the North Pier head, and passed about 100 yards to the southward of it, and we said we were all right. I noticed a small coloured light on the north pier head. We got safely over the bar, when three seas in succession struck the steamer right aft, a little on the starboard quarter, the effect of which was that the ship broached to against her starboard helm, and just as she was beginning to recover her starboard helm she struck on the rocks called the Black Middens. Before we struck we were going full speed, the engines never having been slowed; we had no sail set. After she struck, the engines were kept going full speed ahead, hoping she would draw over; she moved a little and then became fixed; this was about 5.25 p.m. The ship immediately began to fill with water, and the engine fires were soon drowned out, in about 10 minutes. We sang out to the shore for assistance, and heard voices, but could not tell what was said. We had our masthead and side lights burning, as well as lights from the cabin windows. After we hailed the shore some of the crew and passengers went to the starboard lifeboat to clear it away, but I cannot say by whose orders, as I heard none given. When I got to the boat it was being cleared away; I then superintended the clearing and lowering of the boat, and kept some of the females from getting into it. When the boat was lowering away there were four men and four women in it, and just as they commenced to lower the boat the fore davit broke; there were three of the crew, and, I think, one fireman in the boat, when the boat was being lowered. The davit broke by the bend of the neck; by all appearances it was a good davit. I then gave orders to cut the after-fall and lower the boat quick; before this was done, a sea struck the boat and washed the eight persons out; three of the crew were saved by ropes thrown to them from the ship, and by clinging to the falls. Orders were then given by the master to clear away the other lifeboat; this was the starboard after-waist boat. The men seemed to lose control of themselves, and before they could execute this order a sea came, stove the remaining boats in, and washed them all away. The next thing was a rocket fired from the shore. Shortly after the ship struck, I went to my berth to get some papers; I found a bullock inside, the sea having burst the door open. The first rocket that was fired from the shore missed the ship—at any rate I suppose so, as no line came aboard the ship. I did not see the first rocket fired; I only heard it. Shortly after a second rocket was fired, which brought a line on to the topgallant forecastle, which we hauled upon till we brought in the whip-block and line; we then made the whip-block fast on the topgallant forecastle head to the bithead of the windlass; we then sang out to them on shore, and they hauled the hawser on board; we made it fast to about the same place. When they hauled the hawser on board there were no directions on the whip-block where to make the hawser fast. I thought the hawser came from the cliff; and we had so many female passengers on board, that we thought it would be easier to send them ashore from the topgallant forecastle head than from the masthead. If instructions had come on board there was sufficient light to read them, as the lights were not then out in the cabin. The cradle was sent off as soon as we signalled that the hawser was fixed, and one of the seamen went ashore in the cradle and landed safely. I heard no orders given as to fixing the hawser to the masthead. After the seaman was landed safely we sent the second mate on shore, to encourage the passengers and to show that it was safe to go, and to tell those on shore to do all they could for the safety of the remaining passengers. The passengers were afraid of the cradle, and hence it was that the second mate was sent. By this time the flood tide had made very strong and very heavy breakers, which were increasing. Having landed the second mate we got the cradle back again and put a female into it along with one of the crew to take care of her; we shouted for them to haul away, and shortly after the cradle was hauled back to us, and we saw the two people in it, and when a short distance from the ship they fell out of the cradle and were drowned. A fireman then got into the cradle and he got ashore safe. From this time till 5 o'clock the next morning there was no further communication with the ship from the shore. I don't know the reason why the cradle never came off again as it was worked by those on shore. About 9 o'clock p.m., but I cannot exactly state the hour, the deck cabin was washed away by a heavy sea, which washed away a number of passengers; they were on the top of the foremost cabin before the mainmast. The passengers were told that they were not safe on the top of the deck-house, but they would remain. I and others advised them to go to the rigging. Shortly after the deck cabin was washed away the ship parted before the boilers, abaft all the deck-houses; the ship was thumping very violently, lurching and rolling from side to side, and when she parted she swung round with her head to the eastward. The port anchor had been

been previously washed off the forecastle, and a range of chain had run out and so held her; when she parted, all that remained on board were in the rigging. The first lifeboat I saw was shortly after the ship parted; it came within 20 yards of us, when a heavy sea carried her right past us, and I saw her go into a schooner's quarter that lay stranded a short distance from us. I heard them hailing from this lifeboat. After midnight a steam-tug came down some distance outside of us; she soon went away back again. I could not say the distance she was off, as one time she was near us, and then the sea carried her a long way off us again. I saw no other boats approach the ship. About 4 or 5 the next morning a rocket was fired from the shore; the tide had gone back and there was less sea on; this rocket missed, as did a second, and the third crossed over the foreyard, and we hauled the line till we got the whip-block and hawser, which we attached to the foremast head. No instructions came off this time. After fixing the hawser the cradle was drawn on board, and all who remained on board, about 30 or 33, were hauled on shore. One of the female passengers died of exposure during the night; there were only two females landed alive, the others were all men. The schooner was ashore before us. During the night a brig got ashore, but she got off; she went close past us, and struck the rocks ahead of us; this was before our ship parted.

Examined by Mr. *Joseph Spence*.—It was ebb tide when we crossed the bar, about an hour from low water; the leading lights were not lighted when we crossed the bar; during the night I observed the leading lights lighted; after crossing the bar we had nothing to guide us but the course, my local knowledge, and the outline of the harbour. It was not an unusually dark night at the time we crossed the bar. If the leading lights had been lighted they might have assisted us, but, to the best of my belief, the ship was in the right channel when the sea struck us.

Examined by Mr. *A. S. Stevenson*.—The seas that struck us carried us about 30 or 40 yards to the northward of our course.

Examined by Captain *Harris*.—The seas were consecutive.

Examined by Mr. *Joseph Spence*.—The sea broke the bullocks adrift on deck; we had not cast them loose.

Examined by Mr. *A. S. Stevenson*.—I don't know at whose risk the cattle are carried. At the time we came to the bar, if we had stayed outside till the lights were lighted, I thought we should have had to remain, according to the old regulations, three hours. I did not know the new regulations as to the lights; I now know the lights are put out at three-quarter ebb and lighted at low water, at least I believe so; I have been told so.

Examined by Captain *Harris*.—I have been brought up in the coasting trade. The "Stanley" is a higher ship than the "Lifeguard;" her engines are similarly placed, very far aft; the "Lifeguard's" engines are placed much farther aft than the "Stanley's;" the "Stanley" loads four feet by the stern. When the "Stanley" is running before the sea, and when loaded as mentioned, I never found any fault with her steering; she yaws a little but steers easily; she requires to be very quickly watched. I hold no certificate from the Board of Trade or pilotage authorities here for piloting my own vessel. I don't know whether the master was acquainted with the pilotage of the Tyne. I said I would do my best to take the ship into the Tyne, relying on my local knowledge. When we crossed the bar the weather was pretty clear; we could not see the lighthouses when we crossed the bar. We could see 200 or 300 yards ahead of us; we could see a good bit ahead; this is as far as I can judge; we could see about half a mile ahead of us; we could see the barque about half a mile from us; we followed the barque as long as we could see her; she had got inside and away from us. I saw the buoy, and, thinking I was in the right channel, I did not pay much attention to the barque after this. It was the north buoy; I think this buoy is to mark the pier; the south buoy and the north buoy form the channel. I did not see the south buoy; there is no fairway buoy. When crossing the bar the leading lights bear W. half N. This was the best water. We did not keep our lead going in crossing the bar; the lead was not used at all. I do not know what water we carried over the bar; I don't know the distance from the bar to the lights. I heard the master order the helm a-starboard before the sea struck her, and then after the sea struck her, and then hard a-starboard. I heard "Starboard," and then "Hard a-starboard." I cannot say the width of the navigable channel abreast of the Midden Rocks at the time we came in. I can form no idea of the width; I have an idea, but I cannot give it in figures; I should think about five cable lengths. If the calamity had not taken place, we should have moored abreast the Low Lights after we got in. I expected to find a pilot as soon as we got over the bar, about the Black Middens, or a little above. Sometimes they are there, at others further out, according to the sea. I know, for a passenger-boat, that the pilotage on the Tyne is compulsory. The pilotage extends over the bar. I was in the habit of taking a pilot out when in the "Pharos;" but on coming in the pilot boarded us outside the bar in fair weather, and if the pilot-boat could not get out, we had to come in without one. We had four boats on board of the "Stanley," all upon the lifeboat principle, and two of them larger than the others; these two are fitted with air-vessels. When the boat was lowered, it was done with my consent. I did not know but that they had orders to lower it. The lifeboat I saw was outside of us, after the ship parted, she is just now in the same position. I heard the crew and passengers all speaking together when the hawser was first got on board.

board. I did not see the master at this time; I heard no orders given. It was of my own accord that I attached the hawser to where I did.

Examined by Mr. *A. S. Stevenson.*—I did not know that night whether the hawser came from the beach or the cliff.

Examined by Captain *Harris.*—Since I have been in this trade it is common to carry cattle on deck in the winter months. When the vessel took the yaw after the sea struck us, the ebb tide and the fresh that was then in the river would have the effect of horsing the ship up to the northward. Before the ship took this yaw, I did not see the schooner on the rocks till we were on ourselves. I was on the fore cabin deck, piloting the ship in. I was on the starboard side. The schooner was about 200 to 300 yards from us on the rocks ahead of us. It was the deliberate opinion of the master and myself that it was best, after consultation, to run for the Tyne for the safety of all concerned. This consultation was held off the bar, and after having failed to get a pilot; it was safer to cross the bar without a pilot than wait for one. The master expressed his reluctance to cross the bar before the lights were lit. I said it was better to go in before the lights were lit, as the night was threatening, if the master so decided to go in at all. I cannot say whether we could have kept out. I don't think the ship could have been able to claw off with her power if she stayed out. This was owing to the heavy wind and sea; there was more sea than wind; it was a fearful sea.

Examined by Captain *Baker.*—If the leading lights into the harbour were always kept burning, I don't think it would tend to cause more accidents; I think that some other leading lights might be placed for the safe navigation of the channel. I would suggest to keep the leading lights always burning after dark, and an additional tidal light to show the state of the tide. I don't think a pilot could have come off to us when we fired the rockets; in fact, I am sure he could not. If our lifeboat had been safely lowered, I think she might have reached the shore. When we were running for the Tyne, I expected to see the pilot tug-boat outside the bar; and if she could not put a pilot on board of us, she would have shown the way in; this is the custom at other places. I know the pilot steamer is always outside in bad weather. It was impossible to get correct soundings by the lead in such a sea.

John Main.

John Main, recalled.—We did not put a light over our bows for a pilot; we made no signals for a pilot except with rockets. I was not aware it was the custom of the Tyne to exhibit a light over the bows when a pilot was wanted; we always fired a rocket when we wanted a pilot.

John Main.

James Kemp, sworn, saith:—I am second mate of the "Stanley;" I hold a certificate of competency as only mate, dated the 21st of July 1856. At 4 p.m. on the day the "Stanley" struck on the Black Middens, viz., the 24th of November last, I saw the Tynemouth light about 10 miles distant, bearing about W. and by N. After making the light, we neared it to within a mile, and then fired a rocket for a pilot. After firing the first rocket, I went to the wheel to give the man a heave over with her to get her head to sea. We put her head E. and by S., or E.S.E. After doing so, I went to the top of the fore cabin deck-house, and fired a second rocket for a pilot. I fired this rocket as a steamboat was coming out of the Tyne, and I thought it was a pilot tug. The steamer went away to the southward, but took no notice of us. I saw a barque in tow of another steam-tug, about half a mile from us, steering for the bar. Seeing this, the captain gave orders to put the helm to follow the barque in. I went to the wheel, and assisted to do so. Having put her head round, we followed the barque in. I could not see the barque, as I was at the wheel. I suppose we followed the barque. When we were crossing the bar, I saw the coloured light on the North Pier and the buoy at the North Pier, 150 yards distant to the north of us. After we got across the bar, three heavy seas struck us on the starboard quarter, which brought her to against her starboard helm; and owing to the sea and the ebb tide, she never recovered, but went upon the rocks, and struck very heavily. She took the ground about midships. I received no orders immediately after she struck, but remained at the wheel for about 10 minutes. After leaving the wheel, I went to the fore deck-house, when a rocket was handed to me by the boatswain, which I fired to signal those on shore. The chief mate was close to me on the deck-house when I fired the rocket. About 10 or 15 minutes after the rocket was fired, I assisted to lower the starboard waist boat. Nobody gave the orders to do so. Part of the crew and some passengers first went to the boat to clear it away. When the boat was half lowered down, I handed four ladies into her, and three seamen got in also, and, in lowering away, the fore davit broke. I don't know what was the cause of it breaking. The mate then gave orders to cut away the after-fall. Before this was done, a sea struck the boat, and washed some of the people out of the boat; the ladies were all drowned, and the seamen were hauled on board by lines. About an hour after striking, the first rocket was fired from the shore, which failed. About 20 minutes to half an hour a second rocket was fired, and the line fell right across the forestays. We hauled in, and got hold of the whip-block, which we fastened to the bit-heads; hailed the shore, and the hawser was hauled on board, and was

fastened to the knight-heads. Nobody gave the orders to fasten it there; we were afraid of it being hauled away, as there was scarcely enough of the hawser to make fast with; it felt as if they were hauling it away from us. I heard the captain give orders to take the hawser to the masthead; but we were afraid of losing it, as we had cast it off the whip-line before this. A chair was sent on board, and we tried to induce a female on the forecastle head to get into it; but she was afraid, so one of the seamen, called Andrew Campbell, got into it, and was taken ashore. The chair came off again, when another seaman, called Spring, got in, was hauled half way to the shore, got in amongst the breakers, and was hauled back again, and got on board of the ship again almost exhausted. Then I was sent on shore by the captain's and mate's orders to see and get some lifeboat off. I was towed right through the sea. In getting ashore I was bruised by the rocks. Having landed, I inquired for one of the Coast Guard. I saw one, and asked him if no lifeboat could be sent off, as there was no sea on our starboard bow. He replied, no lifeboat could get near us, and nothing more could be done than what was being done. After another man, called Buchan, had come ashore, and the chair had got foul amongst the rocks whilst bringing him ashore, he having got out of the chair and scrambled through the surf by means of the hawser, I went to the Percy Arms and got dry clothes, and then returned to the beach again, when all communication with the ship had ceased. I then assisted the Coast Guard in preparing another rocket apparatus, which was taken in a cart to North Shields to put into a steamer. I followed the cart as long as I was able, and then returned to the beach, and remained there until 1 o'clock in the morning, waiting to see if I could be of any use. At 1 o'clock I returned to the Percy Arms, and remained there till the passengers were partly landed.

Examined by Mr. *Joseph Spence*.—At the time I fastened the hawser until I landed, I thought the other end was on the cliff. I was under this impression because the cliff was high. I saw the lights on the rocks, and heard voices, but could not make out what was said. I saw the rocket that brought the line over the vessel. I could not see where it was fired from. When I got on shore I found the end of the hawser was on the rocks. I said nothing about the hawser to the Coast Guard man.

Examined by Captain *Harris*.—I have been eight or ten years in this trade. I have not been in the Tyne for a good bit, viz., eight or ten years. After rounding the buoy on the North Pier head, no particular course was given me to steer, except port and starboard according to orders. The word was passed along by three men, but still I heard the captain give the orders on the forehouse. The sea was running very high, heavy rollers coming in. Three seas, one after the other, struck the ship, and one of them pooped her; I think it was the second sea. She took a strong roll to the northward; she came to each time against her starboard helm. Before the sea struck the ship, orders were given me to put the helm a-starboard. I first put the helm half over, and then the order was given to put it hard a-starboard. One of the seas broke over the starboard quarter; this was the one that pooped us. I have been three months in this ship. I cannot give any idea when she sailed what height her covering board might be above the water in the after part; it might be about four feet. She had solid bulwarks aft; she had a regular built poop; the wheel was in this poop, in the after part. I was not consulted by the master or mate as to putting into port. I think it was prudent to run into port on the night in question. I don't know whether there was an official logbook on board.

Examined by Mr. *A. S. Stevenson*.—I had no previous experience in the use of the rocket apparatus.

Examined by Captain *Baker*.—No instructions came off with the whip-line how to fasten the hawser. I saw the sea coming before it struck us. I know very little of the Tyne.

Examined by Mr. *Kewney*.—I heard the captain cry three or four times to take the hawser higher up; no reason was given to the captain for it not being done so. I think it was impossible to be got up higher.

Examined by Captain *Harris*.—The masts were swaying to and fro during this time, and this might have had something to do with not getting the hawser higher up. We were afraid of losing it.

James Kemp.

Alexander Reid, sworn, saith:—I was an able seaman on board of the "Stanley." On the night of the 24th of November, about half an hour before the "Stanley" struck, I went into the topgallant forecastle head to look out. After being on the look-out for some time, I observed the North Pier-end buoy broad on the starboard bow, and reported it to the captain. I have been in and out of the port for the last three years. I also saw a light for a moment on the pierhead; before I saw this light I heard the word "starboard" passed along the deck to the man at the helm. I heard the master shout out "starboard" again, and then, "hard a-starboard," when I saw the vessel going against her starboard helm. I looked round and saw a very heavy sea coming in (we were by this time inside the bar), and the vessel coming in before the sea, which struck her very heavily aft in the stern, when she broached to, then she struck very heavily about midships on the rocks. When she came in towards the harbour, she had a fine clear berth off the

the buoy: we were a good distance from the buoy and appeared in the fair channel. The way she was going against her starboard helm, she was always inclined to seek the northward. I did not hear any orders for some time after she struck. I came off the look-out on to the forehouse; they were then busy clearing away the lifeboat, and I came aft to assist with it. I heard no orders given about the boat. I was in the boat when she was lowered. When the boat was swung out, four ladies and two seamen went into her a little after, and then a little after I jumped into the boat myself, into the fore end of her: the mate called out the ladies should all go into the boat first. I had been in the boat about one minute when the fore-davit gave way. I caught the shaft of the boat when she went down at the fore end, and a lady had hold of me; the boat capsized and I was hauled on board, and the ladies were drowned. I saw no signals from the ship to the shore. I saw the hawser taken on board; it was fastened to the range heads' forehead; the whip came off first and was made fast. The range heads are the bits for making fast the moving hawsers. The hawser was attached to this part of the ship because we thought the masts would come over her sides, and it was not safe to attach it to the mast. The master gave orders twice to take the hawser to the masthead, but it was not done for the reasons before stated. The master was on the forehouse or near the forerigging by the sound of his voice when he gave these orders. Whilst we were fastening the hawser I heard the captain say a second time, "It is no use belaying it there; take it to the masthead." There were four or five of us making it fast, and I was one of them. The mates and others of the crew and firemen were standing by. The chief mate and I were the last to leave the vessel in the morning. I passed the night on the foreyard on the port side.

Examined by Mr. *Joseph Spence*.—I thought the other end of the hawser was held beside the rocks; it was not my impression that the hawser was held from the cliffs.

Examined by Mr. *A. S. Stevenson*.—When we passed the North Pier buoy, I think we were about the length and a half of the "Stanley" from it.

Examined by Captain *Harris*.—Shortly after noon on the 24th of November I observed the captain, carpenter, and two of the seamen with them, nailing battens down to the deck, to secure the cattle, which were stowed both in the fore and after part of the vessel. At this time the ship was making bad weather of it, the sea washing the cattle over the stalls, and breaking them on the port side. At 2 p.m. I went to the wheel, and left it at 4 o'clock, steering due W., or as nigh as possible. Between 2 and 4 o'clock the vessel was taking water on board in the waist. About 2.20 the captain and mate came to me and gave me the course W. The captain said there was a deal of sea on, and it was getting worse. I said it was getting worse. The compass was swinging and the ship yawing very much. When we were bore up for the harbour I saw a barque going in in tow of a steamer. When we passed the buoy off the North Pier I suppose we could see three times the length of the vessel, and the outline of the land clearly. I did not see the schooner ashore until we got ashore ourselves.

Examined by Captain *Baker*.—I never run into the harbour without the lights being lit. I have come in without a pilot often with the lights to guide us; we sometimes got the pilot outside and sometimes inside, according to the weather. The last time I came into the Tyne before this was about nine months ago. I did not consider the "Stanley" deeply laden; I have seen her deeper since I have been in her.

Examined by Captain *Harris*.—The cattle are secured in compartments with iron stanchions, with wooden stalls inside the stanchions.

Alex. Reid.

WILLIAM YOUNG (this witness produced and examined by Mr. Kewney, on behalf of Captain Howling), sworn, saith:—I am a bar pilot, and have been 26 years under the Trinity House at Newcastle, as a pilot, to take ships out and in the Tyne. I know the Channel quite well. On the 24th of November I was in my coble, inside the bar, 200 or 300 yards above the Black Middens. I saw the "Stanley" take the bar, and according to my practical experience she took the bar in the mid-channel. A vessel running before the easterly wind with a high sea always takes a cant to the north or south, according to the sea as it strikes her abaft; this is according to my experience. When I lost the starboard light of the steamboat, viz., the green light, I thought she had taken a cant to the northward. There is a strong northerly current sets to the north on the ebb tide; she was then inside of the high sea break just inside the old Sparhawk. I considered then that the sea had taken the starboard quarter, and the tide had caught the port bow; this would make her go against her starboard helm, and being a long ship, she would have very little chance to recover. If I had had charge of the ship as pilot, I should have just brought her in in the same position; and if I had been there myself, the same thing might have happened to me, whether in daylight or dark, and whether a light or a flag had been visible. We never stop for the lights as long as there is water for the ships to come in. There was 20 feet water at least, or a few inches more, when that ship came over the bar. I looked at the scarp, our mark; the bar is now seven or eight feet better than our old marks. There was 13½ feet by the scarp, our old mark, and adding seven or eight feet to the 13½, makes 20½ or 21½; but I wish to be within bounds. There was plenty of water for the vessel to come in, and she was in the right channel, according to my experience. Since the loss of the "Stanley," three barques have come on shore near the same place; two of them got there in daylight.

Examined by Mr. *Spence*.—I saw one of the barques get ashore, and she was sailing in; she had no pilot. I believe if the "Stanley" had not been a screw, she would have got a pilot. I saw the pilot steamer run into the harbour a short time before her, with pilots on board. Screw steamers trading to the port employ their own pilots, and do not take those that are merely offering themselves. They would suppose the "Stanley's" own pilot would have been waiting for her. I have boarded steamers myself, and I know this to be the case.

Examined by Mr. *A. S. Stevenson*.—I saw a rocket fired from the "Stanley" as soon as the pilot steamer got inside, the "Stanley" being outside. The screws that have their own pilot sometimes fire a rocket for their pilot, and sometimes not. I believe, if the screws were free to all the pilots, there would not be so many accidents with them on the bar.

Examined by Captain *Harris*.—In my opinion, the width of deep water on the bar is about 300 to 400 yards. The leading marks are the harbour lights, bearing W. ¾ N.; this hasbeen so ever since I was a pilot. We can carry this bearing just above the Black Middens; but generally we starboard just before we come to the Black Middens. We have no marks or cross bearings for that but our practical knowledge; a stranger would have to go by the eye. It would be an improvement to have a mark when to starboard for strangers, but not for pilots. It would be an improvement to put a beacon on the Black Middens. It would not be an improvement to us to buoy the Channel to the northward, as we have too little to do already. The pilotage is not compulsory, excepting coasting passenger ships, and they have their own pilots. I think the Trinity House can make regulations with regard to their pilots. In my opinion, I think the Trinity House could prevent a pilot attaching himself as sole pilot to any particular ship. The pilots are paid 1*s.* 3*d.* per foot for six months in the summer, and 1*s.* 6*d.* for six months in the winter. The pilots have got a tug steamer of their own, which goes out in bad weather, and in fine weather they pilot in their cobles, sometimes two or three, and sometimes four or five together in one boat. Sometimes the pilots cruise about three or four miles from the bar. On the night of the 24th I was lying in my coble near the Black Middens; we might have gone a little nearer the bar, but it might not have been safe. Since the bar has been deepened, the sea runs further in with an ebb tide, as far as the Black Middens. A ship can anchor in safety after passing the Black Middens in all weathers. The old nine-feet bar, just above the Black Middens, has been dredged and taken away. At low water, in spring tide, there is 13 or 14 feet, and in ordinary neap tide 17 or 18 feet. When waiting for ships in bad weather, during a flood tide, we lay below the Black Middens, and in an ebb tide above the Black Middens. If I had been on board of the pilot steamer the night the "Stanley" was lost, I would not have communicated with her, although I might have seen a rocket, because I would have taken her for a London boat, as there were two expected, who would have their own pilots inside. I know that the London steamers have many a time taken the bar without the pilot; they can do so at all times of the tide in smooth water. Since the bar has been improved, I have seen a steamer take the bar without the lights. In stormy weather and when the sea holds together, we call the scud of the sea five feet; but when it breaks, it is impossible to say.

Examined by Captain *Baker*.—If the lights after dark at all times of tide were kept alight, there would be less accidents than there are now. If the lights had been lighted when the "Stanley" came in, the accident might still have happened, but still they would have been a guide. I am aware that three masters of steamers hold certificates to navigate their own ships into the Tyne; I have heard these three men say so. The steamers are the "Hull," "Yarmouth," and "Aberdeen (Pharos)" boats. I have known the weather so bad that we could not put a pilot on board from the steam-tug; we then generally lead them in, but sometimes we cannot do this.

Examined by Mr. *A. S. Stevenson*.—I know the North Pier buoy; I should say the "Stanley" passed to the southward, about 100 yards off it.

Re-examined by Mr. *Kewney*.—It is only four or five months since the deep water has been on the line of the lights since the improvement of the bar.

Examined by Captain *Harris*.—If the lights are not visible in stormy weather, the breakers on each side and local knowledge are the only guides.

William Young.

Ralph Park Philipson, sworn, saith:—I am Solicitor to the Trinity House, Newcastle-upon-Tyne. The Trinity House is a corporation by prescription, by charter, and by Act of Parliament. The governing body consists of 12 Elder Brethren, 10 Younger Brethren, and the Master. The governing charter is the third of James II., 1687, and their powers are confirmed by an Act of Parliament, viz., 41 Geo. III., in 1801. In the charter, which I produce, is the following clause:—"And furthermore, we, of our like special grace, certain knowledge, and mere motion, have given and granted, and by these presents do for us, our heirs and successors, give and grant unto the said Master, Pilots, and Seamen, and their successors, that they by their ministers and officers, to be appointed as aforesaid from time to time, shall and may from henceforth levy, have, receive, collect, and take for and towards the charges of repairing and orderly removing and keeping of those two houses called the Lighthouses at the North Shields, heretofore builded, kept, and

and maintained by the said Company, Mystery, Brotherhood, and Society, for marks for entering of the said haven of Tynemouth, and for lights to be kept in them for the night-time from quarter and half-quarter flood and half-ebb."

On the 3d of August 1864, in consequence of the improvement which had been made on the bar, a Special Board was held, at which Mr. Pattison, the Lighthouse-keeper, attended; and it was then ordered that on and after the 1st of September the lights at North Shields be lighted at night as soon as the tide began to lift in the harbour, and to be put out after the tide had ebbed for three hours, and that the tidal flag be displayed for the same time of tide during the day. A notice to this effect, dated the 4th of August, was issued and advertised in all the local newspapers, and in the "Shipping Gazette," The Trinity House have power to examine and license pilots. The shipowner may either take a pilot or not, as he thinks fit, and he has the power of selecting his own pilot; any such compelling bye-law (if any, as has been suggested) would be in violation of the Act of Parliament, because in effect it would compel the shipowner to take a pilot in whom he might have no confidence, the law leaving the selection entirely to the shipowner himself. When a pilot is once appointed, he can only be broken for misconduct; and it would not be misconduct in a pilot whom the shipowner might desire to have, that he should offer to pilot a vessel, although the captain should have previously refused to take a pilot who might have offered himself. The resolution referred to goes beyond the obligation imposed on the Trinity House by their charter, but was adopted as called for by the altered condition of the port; and they are quite ready and prepared to make any further alteration that may be suggested, and not calculated to endanger any class of vessels that may resort to the port.

Examined by Mr. *Joseph Spence.*—There is a pilot master at South Shields who regulates the pilots generally.

Examined by Captain *Harris.*—The pilotage is not compulsory in the Tyne; by sect. 6 of 41 Geo. III., c. 86, it is enacted, "Provided always, that nothing in this Act contained shall extend, or be construed to extend, to oblige or compel the owners or masters of any British ships or other vessels to employ or make use of any pilot or pilots in piloting or conducting such ships or vessels, if they shall not respectively be aminded or desirous so to do."

The steam-tug pilot boat is entirely provided by the pilots themselves.

R. P. Philipson.

Francis Archibald Pattison, sworn, saith:—I am the keeper of the Low Lighthouse at North Shields; I was master of a ship for many years, and at sea for 30 years, trading between the Tyne, London, and the Baltic, and elsewhere. I was one of the Elder Brethren of the Trinity House, Newcastle. I have been nearly 13 years keeper of the lighthouse. When I was appointed I no longer had a seat at the Board of the Trinity House. I superintend both lighthouses, and have the sole charge of the Low Lighthouse; I receive my orders with regard to lighting from the Trinity House. Previous to the 1st of September of this year the time for lighting was when the flood tide had reached a uniform height in the harbour, and that height was the covering of the muscle scarp by the water. I have a self-acting tide gauge also that registers the depth of water; it registers the rise and fall of the tide, and I set it to the pilots' marks. I am supplied with the soundings taken on the bar at low-water spring tides with the correct depth there, and by adding the difference caused by the improvements, it gives me the correct depth on the bar. Previous to this time, viz., 1st September, the lights were extinguished at 40 minutes after high-water: this was the regulation at that time. I had then, and have still, a discretionary power to keep the lights a short time longer lighted when necessary for the purpose of getting any vessels in that might be at the entrance. I signalize the other lighthouse-keeper by a light and coloured light respectively. I attended the meeting of the Trinity House, and suggested the alteration in the time of lighting and putting out; my reason for making this suggestion was that the water was so much better on the bar, that by lighting at first lift of the flood we would have full as much or more water as we had when the lights were lighted before. Since the 1st of September the lights have been lighted at the first of the flood. There is a difference of 20 minutes from tide making at the bar and at the lighthouse. I light up when the water makes at the lighthouse. I ascertain this by the gauge. My opinion is that it would be dangerous to keep the leading lights burning all the ebb; it would in the first place bring ships down to the bar when the tide was low, falling, and rapid, and many vessels would be drawn to the bar that would not think of coming till the flood if these lights were not there in the latter part of the ebb. I have no doubt if any lights were shown on the lighthouse during the whole of the ebb in ordinary weather, that many ships would benefit thereby, but in stormy weather I think it would be most dangerous to exhibit the lights, for the reasons above stated. The danger now commences inside of where the bar was, and where ships meet the ebb tide from the harbour, and in coming in with gales of wind easterly, I agree with what William Young has said in his evidence, and ships coming down from the southward with strong southerly winds, come down and find no pilots, must take the harbour as soon as they haul to into the harbour, either find the wind shy, or if they don't get hauled in quick enough to, the ebb tide is sure to take them ashore to the northward, if they cannot get the ebb on their starboard bow. Seeing these dangers, I think it better that the lights should not be lighted during the whole ebb in the present state the river is in. If the ships could get pilots at all times it might make a difference in my

opinion. There was full 20 feet on the bar when the "Stanley" came in, on the 24th of November. The tide would fall about nine inches after that. That night the lights were lighted at 42 minutes past 6 o'clock. The next tide only rose 6½ feet. It was a foul tide.

Examined by Captain *Harris*.—I did not notice whether many vessels came in that afternoon. The lights are extinguished now at three hours' ebb, unless, as I stated before, any vessels were on the bar or coming in.

F. A. Pattison.

Examined by Mr. *Hamil*.—Yesterday morning the lights were lighted at 24 minutes past 3 o'clock, and were extinguished a few minutes before 8 o'clock, at daylight. The lights were lighted again at night, ten minutes before 4 o'clock, and extinguished at 12 o'clock. They were lighted again two minutes before 4; and they will be lighted to-night at half-past 4 and extinguished at ten minutes past 1 o'clock to-morrow morning. Ships of 20 and 21 feet enter the Tyne; they go out more water than that.

Examined by Captain *Baker*.—The lighthouse is nearly a mile from the bar. The lights are visible about 12 miles off.

Examined by Captain *Harris*.—So far as the bar is concerned, there is no reason why lights should not be always lighted. I think it would be most dangerous to exhibit a danger-light in stormy weather and easterly gales, as it would bring ships down to look for it, and leave them upon a lee-shore. I only allude to the time of ebb tide. The river is more contracted as you approach the lighthouse; it is comparatively smooth there. When the lights are put out now, it is for the purpose of informing that the tide is half-ebb, and that, in consequence, it is dangerous to approach the harbour. I allow seven hours for the ebb tide, and find that agrees with my observations.

Examined by Mr. *Joseph Spence*.—I once kept the lights burning for three-quarters of an hour over the time specified, to guide a fleet of ships in; this occurred when the lights were extinguished, at two hours and forty minutes after high water.

F. A. Pattison.

James Kelly, sworn, saith:—I am pilot-master for the port of Shields. I do not hold a certificate as pilot myself. In virtue of my office, as being an Elder Brother of the Trinity House, I am one of the master pilots and seamen of the port. My duty principally is a ruler of the pilots, and everything connected with the same, under the directions of the Trinity House. When required, I allot pilots to vessels when applied for. In cases of dispute between the pilots, if possible, I settle it for them; and, if not, I refer them to the Board of the Trinity House. Alterations in pilotage rules are sent to me, and I inform the pilots of them. Alterations in the lights are also conveyed to the pilots through me. I go down to the bar once a fortnight and take soundings; but we look to the Commissioners to send to the Trinity House any improvement in the depth of water. I am not aware that the Commissioners have ever done this; I have never asked them. I send up my report to the Trinity House, informing them of any alteration that has taken place. I took the last soundings a week to-day, at low-water spring tide. When the bar used to be with the lights in one, I found never less than 20 and 21 feet through the mid-channel with the lights on. It was a foul tide; that is, with a great deal of fresh in the river, which would make a difference of 2½ feet more. At dead low water that day, at the Herd Buoy, the current from the river was running from 3 to 3½ knots. I judged by the eye. Where we find the bar at the present time is the tower, on a line with the Spanish battery, just over the point, a little inside. On that day, viz., the 1st of December, the soundings were 18½ to 18 feet—nothing less than 18; and, allowing 2½ for fresh, would give 15½ to 16 feet. Lighthouses open two breadths to the south 15½, 15½ and 15½; this is a little inside of the Black Middens, abreast of the Black Middens Tower and cartway on 19, 21, 22, and 20; and then we begin to close the lights in one, and the soundings are as before stated. We take our mark by the Old Prior Rock; and on that day it was 8 feet by the old mark, and since the improvement it is better by 10 feet than the old mark. The custom of the port is for the pilots to go out in their cobles to search for vessels; if a vessel takes a pilot, the rule is, the first man who offers is employed. I produce certain rules that have been made for the guidance of pilots and others.—(*See* documents marked A and B.) These regulations apply to all vessels, whether steamers or sailing vessels. I also put in an abstract from the "Merchant Shipping Act, 1854," regulating pilots, which are given to young men when they get an acting order to act as pilots. I know that certain pilots are attached to ships by the captains' or owners' request, and I have heard frequent complaints about this from other pilots. I confirm the evidence of Young with regard to pilots being attached to certain vessels, and also the pilots not going near other steamers, even after a signal has been made, as they have been so repeatedly refused when they have gone alongside.

Examined by Mr. *Spence*.—A person, to be eligible for a seat at the Trinity Board, must have commanded a square-rigged vessel for a twelvemonth—that is, for a Younger Brother—and to stand his election amongst the freemen of the Trinity House; then, after he

he is elected a Younger Brother, he is eligible, as vacancies occur, to be elected as an Elder Brother. Once elected an Elder Brother, he is one for life, but leaves the Board on accepting a situation.

Examined by Captain *Baker*:—I think the system of attaching pilots to particular vessels is a very bad one. When cruising, I was always led to suppose that when a vessel coming in was in pilot water, the first branch pilot that offered his services was entitled to pilot the vessel in. In consequence of a complaint about this, on Monday last, the matter was brought under the consideration of the Board.

Examined by Mr. *A. S. Stevenson*:—If the vessels having particular pilots attached to them were to use a different signal for a pilot than the ordinary one, my opinion is the evil complained of would be much lessened.

Examined by Captain *Harris*:—I do not know whether the pilots' steamer carries any other light than the ordinary lights used by steamers in general. In the daytime she carries a flag at the mast-head. I agree with the evidence of Mr. Pattison that, since the bar has been deepened, the principal danger is with the tower over the Spanish Battery. There is a little better water to the southward of the tide lighthouses or harbour lights than with the lights on. The best water was with the lights open to the north. The right channel now is with the lights in one. Upon the bar, as it now exists, with the tower over the Spanish Battery, there is a breadth of 300 feet at least at low water in the channel, with the lights on. If a vessel with a heavy sea on rounding the buoy on the north pier too closely, she would be in great danger in attempting the harbour, unless she got the lights on. When you run into the harbour with the lights on, you keep the white beacon on the Lawe, South Shields, one breadth to the southward of the black one; then you open the lighthouses, the high light south of the low one, and, as the vessel draws up, this keeps her in the best water. Then there are other marks on the north side. It might be an advantage to put two lights on the Lawe when the beacon cannot be seen. It is perfectly safe for vessels of a certain draught—say 14 feet—to enter the harbour at low water with safety, even with such a sea as ran when the "Stanley" entered, but not forgetting the heavy fresh that runs out sometimes of the river. The Black Middens are not always covered; when there is 28 feet on the bar they are just covered; if there is any less, then they must show themselves. So long as the Black Middens remain, it would be an advantage to have a beacon on them for all classes of vessels. The placing a beacon there is within the powers of the Trinity House. The Herd Buoy is a good fairway buoy, being a little to the southward of the leading mark. A beacon never was considered requisite on the Black Middens. If a good buoy was placed on the edge of the rocks at the north end, when you begin to open the lights to the south, it would be a good guide for strangers, or even pilots, to haul to the south. I am not aware that the subject of re-buoying of the channel, since the improvement of the river, has ever been under the consideration of the Board. I left the Board in December last.

Examined by Captain *Baker*:—I think it would certainly be a great advantage, and something should be done to lead ordinary vessels into the river at night; that is, vessels drawing 14 feet and under; and possibly, should the Commissioners effect other improvements, we might keep the white lights burning all night.

Examined by Captain *Harris*:—There is no objection why lights should not be exhibited, at once, all night for vessels of 14 feet water, and a distinguishing light to denote to vessels drawing more than 14 feet not to enter. The average draught of vessels laden entering this port is 16 to 17 feet; but I have known, within the last fortnight, vessels of 19 to 21 feet to enter. Two-thirds of all the vessels entering the port will probably draw less water than 14 feet; this is merely a guess.

James Kelly.

James Young, sworn, saith:—I am a Trinity House sea pilot, having been 29 years a pilot for the Port of Shields. As a sea and bar pilot, I have been accustomed to pilot ships out and in the port in all weathers. I have been engaged in the dredging of the River Tyne and was the pilot to the dredging machines when they were abreast of the inner South Pier at the east end of it. We have been at the dredging from May last up to the present time. We have been dredging at the inner pier since the ship was lost, and before this from the outbank of the bar without the red buoy, in 24 feet at low water. We dredged up across the bar to the Nine-feet Bar; as we came along in spring-tide we had at low water 20 feet or 21 feet. Had the lights been lighted when the "Stanley" came in, she could have come in in perfect safety. I was on the Lawe at South Shields where the beacon stands, when the "Stanley" came in, and had the "Stanley" been in the channel according to the breadth of the bar, she could have gone as far as W.N.W. with her head after being struck by the sea on the starboard quarter, and would have had quite sufficient time to recover herself before getting on the rocks; and my opinion is that the lights should be kept burning during the whole of the night. I would keep them just the same colour as they are.

Examined by Captain *Harris*:—If the bar had been taken further to the south and the ship had yawed two and a half points, she still would have had time to straighten herself after being struck by the sea. I give this opinion with reference to the speed of the ship,

eight knots, and the force of three consecutive seas striking her on the starboard quarter, and without any knowledge of the vessel's steering qualities. With every proper precaution, and the ship being sufficiently to the south, the accident would not have happened; the accident could not have happened had the lights been lit. From mid-channel to the rocks where the ship struck (at low water) would be about 250 yards; the mid-channel is where the lights are in one. If I had been bringing the ship in, I would have been to the southward of the mid-channel to counteract the E.S.E. sea and the fresh coming out of the river.

Examined by Captain *Baker*:—I consider that a light on or abreast of the Black Middens would be of service, and the best guide when to starboard. The beacons on the south side are now of no use. We now come in with the lights in one nearly up to the Black Middens, and then we open the lights southing, and then our local knowledge; I dont consider a ship is in safety till she is above the Low lighthouse.

Cross-examined by *Mr. Kewney*:—It was a very dark night when the "Stanley" came in, and I was standing on the Lawe. I don't consider a person in a coble above the Black Middens could see any better than I could from the Lawe. It was a quarter of a mile from where I stood on the Lawe to where William Young was in his coble. When I first saw the "Stanley" she was in front of the harbour. I knew it was a steam vessel by carrying three lights. William Young in his coble would be more in direct line of the leading lighthouses than I was. My brother is a good pilot, and as good as any that is going. The other day a barque sailing in got on to or near the same place, but under different circumstances; I have known vessels (but before the improvements) get into the same position as the "Stanley" in daylight.

Examined by Mr. *Spence*:—I have heard the evidence of William Young and Mr. Kelly with regard to the pilots not going off to steamers, and I quite agree with them. Even after a rocket is fired they would not go off then; they have so often been disappointed that they now take no notice of signals from screw-steamers, as steamers frequenting the port have nearly all their own pilots. I think the reason the rocket for a pilot that was fired from the "Stanley" was not attended to was because it was thought she was one of the screws from London and had her own pilot.

James Young.

JOHN SELBY TINDLE, sworn, saith:—I am a licensed pilot from the Newcastle Trinity House, and on the afternoon of the day *Sic.* was lost, I went on board the pilot steamer, between twelve and one o'clock, and went out in search of ships wanting pilots. We remained out until after five o'clock, when we came in, after boarding about 16 ships. The weather began to turn very bad, and we thought it best to come in as a safeguard to our lives and the steamer. A little before we came in we saw a light outside, bearing E. and by S., or E.S.E. We made it out to be a screw ship, and thought it would be one of the London steamers expected, and as they would have pilots of their own waiting for them we did not go near her, but determined to go into the harbour. All ships that come here wanting a pilot hang a light over the bow or under the bowsprit at night-time, and a jack at the foremast-head in daytime; this is the only signal they have except they have a pilot of their own, and then they fire a rocket. After we got inside of the high sea break, we saw a rocket fired from the screw steamer; we knew it was for a pilot, and thought that it was for their own pilot. It was then too bad for us to go out again, and we were glad we got in safe. Had we seen the rocket fired when we were outside, we would not have gone to her, but had she put a light over her bows we might have endeavoured to have gone to her.

Examined by Captain *Harris*:—This vessel, I think, turned out to be the "Stanley." When we first saw the light she might be six or eight miles from us, steering for the harbour; before we ran in she might be three miles from us. I saw the red light. She fired no rocket before this time that I saw. We have instructions from the Trinity House to go off to ships in all weathers. I only saw one rocket after we got over the bar, and it was impossible to get over the bar again. I did not see the ship stand off again; I saw nothing of her manœuvres after I saw the red light. During the day our steamer carries a red and white flag at the masthead, and formerly we had three lights, viz.,—a masthead light and two side lights; now we only carry one red light, nearly halfway up the mast, and when we see a ship we blow the steam whistle and go towards her. I think this is the same light that the ordinary tugs carry. Our boat plies as a tug when we are not using her.

Examined by Mr. *Spence*:—When the "Stanley" fired the rocket she might be three-quarters of a mile off, and the ship bore in the fairway for taking the bar. I was ashore when the barque came in. We passed a steamer just as we came in, just outside of the sea-break; she was running off. They shouted to us from her, but we could not make out what they said. It was blowing hard at the time we came in, and the sea was tremendous high, unusually high.

Examined by Captain *Baker*:—I agree with James Young with regard to the lights burning all night, and in addition a distinguishing light to denote from the beginning of last quarter ebb to the beginning of the first quarter flood would be of use. I don't think these

these lights would lead vessels to run any more risks than they do now. If the lights had been lighted, they would have been a good guide to the "Stanley" coming in.

Examined by Captain *Harris*:—I would have a distinguishing or red light 15 feet below the other lights exhibited at the Low lighthouse.

John Selby Tindle.

Mr. *Kewney* put in Statement of Thomas Howling, marked C., accompanied by certificate.

John Francis Ure sworn, saith:—I am the chief engineer to the Tyne Improvement Commissioners. I have been so since 1859, and have been engaged in deepening the river and improving the bar, with the object of making the Tyne a good and perfect harbour. The bar of the Tyne was originally a shifting bar both in its position and its depth; after the piers works were started it became a fixed bar in its position and varied very little in depth. At that time there would be upon it 20 to 21 feet at high water in ordinary spring tides, and about three feet less at the neaps, its deepest water being with the line of the lights open to the north, about 30 to 40 fathoms as per Admiralty chart; this was in 1859; and inside the bar the channel was narrow and tortuous till we came to the middle ground or insand, which projected nearly across the river and was dangerous to navigation, a great many wrecks having happened there. Up the river, towards the docks, the water was shoal and the channel was narrow, being interrupted by the Dotwick sand and the Whitehill sand projecting well across the river, the navigable depth upon them being about six feet at low water, the then state of the river and bar being such that vessels of more than 17 or 18 feet draught did not frequent the Tyne; and I have known vessels detained two or three months, with their crews engaged, not able to get to sea (of course this was in the depth of winter). In 1860 the Commissioners proceeded to Parliament to obtain powers to improve the river and port, and to obtain powers to raise the funds to enable them to do so, and in the Parliament of 1861 they obtained the necessary powers. In 1852 they obtained the Act for the construction of the piers. The means that the Commissioners relied upon for deepening the river were dredging, and so soon as we were possessed of the necessary funds we collected a dredging plant adequate to the requirements of the case; that plant has cost the Commissioners between 250,000*l.* and 300,000*l.*, and this year will raise upwards of four million tons; it has done so already up to this time. So soon as this dredging plant was obtained it was applied, and has been mainly, if not nearly, altogether employed in deepening the river between the sea and the Northumberland and Tyne docks. It is only during the fine weather of the summer that it can be applied outside the bar and in its neighbourhood—generally commencing about the beginning of June and leaving off about the middle of October, but liable to considerable interruption during that time in stormy weather, being obliged to bring the dredgers into the harbour when there was two and a-half or three feet sea, but whenever they were able to be out they were always there; they were worked by double shifts night and day, and so alive were we to the work in hand that we did not even stop them on Sundays. The general result of these operations has been to place the entrance of the harbour in the line of the lights, to widen the channel to the southward about 100 yards, to remove the insand and middle ground, the Dotwick sand and the Whitehill sand, and the Nine-feet Bar, or Stones, as it is called. We have also generally deepened and widened the harbour up to the docks. The extent to which this work has been performed has been to make the channel in the line of the lights. At low water of neap tides there is about 31 feet deep opposite the Red buoy, gradually shoaling to 24 feet opposite the Herd buoy, and that depth is carried in the harbour opposite to the Spanish Battery—excepting for a distance of about 100 or 120 yards, where the dredging machines come down upon the rock, and where the depth is from 20 to 20½ feet, changing the course from the line of the lights and making for the centre of the Narrows. The least depth I got was 19½ feet, but there is a deeper channel by keeping a little to the southward; there is no less depth between that and the docks, that I know of, than about 17 or 18 feet; during spring tides these depths would be diminished by about three or four feet. The general result has been, that vessels of any draught and almost of any size can now arrive at and leave the Tyne, and if properly navigated they can do so with perfect safety. I have known vessels of about 3,000 and 4,000 tons, and about 23 feet draught, leave the Tyne. The gauge of draught now not being the depth of the river but the depth of the dock sills, that is the present condition of the river and entrance; but the Commissioners intend to proceed as vigorously as circumstances will permit, to carry out their Parliamentary plans, and convert the mouth of the river into a harbour of refuge of a more perfect character than it is at present. It is now used to a large extent for refuge purposes; I have seen vessels during the early part of an easterly or south-easterly gale come in in a continuous stream, together almost, as if they had been a continuous chain of ships, and sometimes two and three abreast, without accident of any kind, some sailing, some screwing, and others being towed; and what I now say has been seen by thousands besides myself. A well-regulated port ought to be nearly as safe a port at night as it is during the day, which can be obtained by having a proper system of leading lights, and having the channel properly buoyed and beaconed on both sides; the leading lights should at least lead vessels from the sea into the harbour above the Narrows; and the buoys should be placed on both sides at such frequent intervals as to be easily discernible in the dark, and the leading lights, of course, should be always lit. In the present transition state of the entrance of the river, I think buoys would be more suitable. In the present transition state of the river, I would not propose to

shift the existing lights, but I think it desirable that there should be interior guiding lights for vessels after they pass off the line of the existing leading lights. I don't think a tidal light would be of any advantage, as all it would do would be to indicate a particular time of tide, which a shipmaster would know by his watch or chronometer; and knowing the draught and size of his ship, he ought to be the best judge of the proper time of entering; and knowing, also, the depth of water on the bar by his almanack. The average tonnage of vessels entering the Tyne in 1861 and 1862 is 164 tons; in 1860 it was 164 tons; in 1861 it was 165 tons; in 1862 it was 164 tons; in 1863 it was 170 tons; and up to the 1st of November this year it is 186 tons. The number of vessels that entered the Tyne last year was 18,858: of these there were 6,177 below 100 tons; between 100 and 200 tons there were 7,136; between 200 and 300 tons, 3,646; between 300 and 400 tons, 977; between 400 and 500 tons, 500; between 500 and 600 tons, 183; between 600 and 700 tons, 58; between 700 and 800 tons, 36; between 800 and 900 tons, 110; between 900 and 1,000 tons, 16; between 1,000 and 1,500 tons, 15; between 1,500 and 2,000 tons, 1; above 2,000 tons, 3; making, altogether, 18,858 for the year 1863. During the last three years I can give a statement of vessels, above 500 tons register, that used the port. In the year 1861 there were 246 vessels above 500 tons; in 1862 there were 294 vessels above 500 tons; in 1863 there were 422 vessels above 500 tons. To the 30th of November this year there are 861 vessels above 500 tons—this is in 11 months. I think that is the best evidence I can give you of how the improvements of our port are appreciated by the general public. The figures I have given you are taken from the published accounts of the Tyne Commissioners except this year, which I have got from Mr. Guthrie, the secretary. The number of vessels that arrive inwards, carrying cargoes, in 1862, was 5,460, with a total tonnage of 742,834. In 1863 the total number of ships arriving with cargo was 5,711, and the total tonnage 798,703. I have not got the figures for this year, but I think the numbers will be very much increased. The width of the navigable channel, at the entrance to the port, is the full width between the Red or North Pier buoy and Black or Herd buoy, and may be taken about 400 yards; the Herd buoy being now about 120 yards to the southward of the line of the lights.

Examined by Captain *Harris*:—The depth would be tolerably uniform between the buoys. The black buoy will be fully three or four feet less water than the red buoy, and it could be rounded close to the northward. The "Stanley," as she lies now, is 150 yards from the line of the lights,—I am supposing she struck where she lies—and the deep channel to the southward extends about 100 yards to the southward of the line of the lights; and to the northward the "Stanley" would be fully 50 yards out of the fair navigable channel. The width of the navigable channel above the Spanish Battery will be about 200 yards up to the dredging machine just below the Narrows. I have got here the velocities of the Tyne at the entrance, taken yesterday, December the 8th, from half ebb to low water, at eight different points. I would have caused it to be taken at high water, but from the foggy state of the weather it could not be done. Four of these sets of velocities were taken upon the line of the old bar; the others were taken on a line nearly parallel about 300 yards distant, flowing through the Black or Herd buoy. The velocities were all taken with a log line and a 32nd glass. No. 3 was upon the line of the lights, about the line of the old bar. No. 4 was about 150 yards to the southward. No. 2 was about 90 yards to the northward of No. 3. No. 1 was about 150 yards to the northward of No. 2. No 7 is on the outer line, in the line of the harbour lights, and opposite the Black or Herd buoy. No. 8 is close upon the Herd buoy, about 10 yards off it. No. 6 is 120 yards to the north of No. 7; and No. 5, which is opposite the extreme end of the staging of the North Pier, is 170 yards north of No. 6, and about 85 yards off the south corner of the staging, and about 40 yards off the base of the pier. The time of low water at Tynemouth yesterday was 4.40 at the North Pier. There was some fresh in the river, which might slightly affect the velocity. The average velocity of No. 1 and No. 4 is about 7½ furlongs per hour, and the average velocity in the line of the lights in the inner line of soundings is rather better than one mile three furlongs per hour. The set of the tide at 1.55 p.m. is east. The set of the tide at 3.20 is east by north; at 4.25 is E. ½ N. At the out-station at the Herd buoy, No. 8, the velocity at 2.35 is 1 mile 2 furlongs 6-10ths; at 4.5 it was 1 mile 1 furlong and 5-10ths; and at 4.55 it was 1 mile and 4-10ths of a furlong, the set of the tide being S.E. by E. at the 1st observation, the same at the 2nd, and E.S.E. at the 3rd. No. 7 is on the line of the lights in the outer line opposite the Herd buoy; between 2.30 and 4.50 it was 1 mile 1 furlong fully, and set of the tide from E.S.E. to E. by S. The average of No. 5 and No. 6, which are the next two nearer the pier, is from ½ to ¾ of a mile an hour, the direction varying from E. by N. to E. by S, and the time extending from 2.15 to 4.45. I put in a tabular statement showing the velocity at the eight different points alluded to. (*See* Document marked D.) The greatest velocity obtained on the 13th October, 1859, at 5.35 p.m., being 1 hour 15 minutes after high water, was 1 mile 2 and 6-10ths furlongs per hour. Opposite the Prior's Stone the greatest velocity I ever took on the river was about 2½ miles per hour; this was in the Narrows. It was somewhere about 1859 or 1860. The greatest velocity I ever got at sea was about 7 furlongs per hour. I never got a velocity of 1 mile per hour. This was about from 2 to 5 miles off the land. I tried it at different places.

Examined by Captain *Harris*:—As engineer of the Commissioners, I never report these matters to the Trinity House, but when we want any buoys moved in consequence of operations, we apply to the Trinity House for them to do so, and they always have done it

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on application to them. We carry out the improvements in our own way, and don't consult the Trinity House at all. We cannot lay down any channel buoys without the authority of the Trinity House. There is no conflict of authority between the Commissioners and the Trinity House. I should recommend that the harbour lights should now be lighted from sunset till sunrise, of course with due notice of it. I also recommend that the channel should be now buoyed; it would not be a perfect channel without it. I would buoy it from the low lights to the outer line of the piers on both sides of the channel at such intervals as when you left one you may see the next. I don't know that any representations have been made by the Commissioners to the Trinity House as to buoying the channel; and I should like to add that it requires a disaster of this kind to waken us all up to what we ought to do. It is incumbent on the Trinity House to watch our improvements and regulate their proceedings accordingly. I am of opinion the inner light before mentioned should be put up at once. When the piers are completed there will be smoother water inside of them—there will be about 1,100 feet between the ends, widening to about 3,000 opposite Prior's Haven, and that the heavy sea will be reduced to about a three-feet sea where the old bar used to be, or opposite the Freestone Point. I don't think the ends of the piers will shoal up. I regard the end of the pier, when completed, as an artificial headland, and I know of no instance where a headland is shoal. I don't think the piers will in any way affect the column of the tide. We shall get our depth in the river and harbour by dredging, and dredging only.

John F. Ure.

Lawrence Byrne sworn saith:—I am chief officer of coast guard for the Tynemouth station. When the "Stanley" struck I was at the Spanish battery. I saw her strike; it was about 6 o'clock, or a little after. When I saw her strike, I got one rocket tube and one line, and took it down to the beach, with the assistance of the three coast guards and a policeman. We fired one rocket, and the line broke. This was about 15 minutes after she struck. I sent for a second rocket, which was fired about 15 minutes after the first, as near as I can guess; it went direct over the forecastle, where the men were standing placing the line there. As soon as the line was attached the whip line was bent on, and hauled aboard; it took 20 minutes to get the whip line from the shore to the ship. It took 10 to 15 minutes to haul the hawser on board; the strong tide and heavy sea made it difficult to haul on board. There were about 15 to 20 hands assisting at this time. We required more assistance, and I begged of the people to assist us, and some asked who was to pay them; one or two might ask this. I made no reply. I was too busy looking after what was to be done. The apparatus having been attached to the ship, in 20 minutes we got the chair off, and hauled three men on shore by it. In consequence of not having sufficient assistance to keep the hawser out of the water, we were unable at this time to save more. Sometimes we could not see the half of the hawser between the shore and the ship, the sea was so heavy, and the flood tide was making. As the flood made and the sea increased, it made it more difficult to haul the hawser taut. The people had to move back as the water approached, until at last the bight of the hawser was carried by the sea under the bow of the ship, and appeared to foul in the rocks. The whip line also appeared to have got foul. The hawser was fastened close to the deck as far as I could see.—I could see it was not fastened to the rigging. If the hawser had been fastened higher up I don't think it would have got foul, at all events there would have been a better chance of keeping the hawser taut and out of the water. I saw the instructions fastened by Conaty on the fall block before it was sent off. The instructions are painted on a zinc tablet, black ground and white letters. We made several attempts to clear the hawser, but were unable to do so, not having sufficient force, and the distance increasing. We did not fire another rocket before the next morning as the sea was increasing, and the tide making so fast that it would have been dangerous for the people to come ashore in the chair. If the hawser had been taken to the cross trees of the ship, I think the hawser might even then have kept clear of the rocks. The spare end of the hawser sent off was 2½ fathoms from the whip block, and they might have hauled in more if they had wished—10 fathoms; 2½ fathoms are quite sufficient to make the hawser fast. I went up for another rocket, and when I was getting it, the people came from the shore and said it would be dangerous to bring the people ashore by the apparatus, and proposed taking it instead to the Low Lights, and getting it put on board of a steamer. This was done; and the steamer dispatched with the apparatus. I went with the steamer. It was 10 o'clock when I left the battery, and 12.30 when we left the Low Lights in the steamer. My men went with me, and several others. We tried to get near the "Stanley," but were unsuccessful. Before I left the battery, about 10 minutes to 10, I left word to send to Cullercoats for a whip line in case we wanted it when we came back from the steamer, if we did not succeed in getting a communication. We had sufficient of everything else. Cullercoats is the nearest spot where gear is kept. We have two whip lines and three hawsers at my station; there are also four rocket lines and one mortar line. These things are all supplied to us by the Board of Trade. On the following morning, about four o'clock, the sea being less, and the tide lower, I fired three rockets, and the third one carried the line between the two masts, and we hauled the whip line and hawser on board, which were made fast well up the rigging; I having hailed them through a trumpet to do so, as we were within hailing distance. Thirty-one men and two women were saved at this time. It was an hour and a half from the firing of the rocket till the people were saved.

Examined by Captain *Harris*:—When we first fired the rocket at night, I think they were within hailing distance. I heard them, and I shouted to them through my trumpet. I could hear what they said on board of the ship. I heard the word lifeboat several times. The way the wind was it carried their voices to us. When the ship first struck there was nothing to prevent them making the hawser fast to the mast. We could not have taken the hawser up the cliff. We had not force to keep it taut. We are supplied with tackle for the purpose, but the swaying of the masts would prevent us from using it. We have only one life belt at our station. We have received some since. It is a Manilla hawser. It is considered better than a hempen one, it is more of a floating kind of rope. The rocket gear is inspected monthly, and we practice quarterly. The Surveyor General of the Board of Trade inspects us periodically, and we are occasionally exercised by him. I indent for stores when they are required through the inspecting commander. I cannot see how the people on board could imagine that we had the hawser to the cliff. If we had fired the rocket from the cliff, I don't think it would have reached them. The rockets are nine-pounders. We have six-pounder rockets also. The nine-pounders will carry the line as far as you can work the gear. The hawser is 150 fathoms. It is stretched by us after we get it. We have no coupling irons.

Examined by Captain *Baker*:—If the hawser had been attached higher up in the first instance, I think we could have saved the lives then.

Examined by Mr. *A. S. Stevenson*:—The nine-pounder rocket will carry the line in any weather.

Examined by Captain *Baker*:—I think if we had had sufficient assistance, we could have kept the hawser taut from the cliff. I mean the lower battery; it would have taken 90 to 100 men; I don't think the rope would have stood.

Examined by Mr. *Spence*:—They called from the ship when the first whip line was sent off, and also the hawser made fast, "haul away," I think they must have known we were on the rocks. I noticed the "Stanley" in the offing; I saw her before dusk. I saw her fire two rockets about half-past five o'clock; I did not look at my watch. I remarked to my man that would be a screw steamer wanting a pilot, her head seemed to be N. E. There would not be the difference of three to five minutes between the rockets. I know the pilot steamer, but I cannot say she went out that afternoon. I was much injured by my exertions that night. At the time the "Stanley" struck, the schooner was on the rocks, and the apparatus had been got out and on its way to the schooner, when we were informed that the lifeboat had taken the crew off. I then recalled it for the steamer. I consider if a number of volunteers were trained to the use of the apparatus and were present when wanted, it would be everything that would be required.

L. Byrne.

Robert Robertson, sworn, saith:—I am Captain in the Royal Navy and Surveyor General Marine Department, Board of Trade. One of my duties is to make a periodical inspection of the lifeboats and life apparatus stationed round the coast of the United Kingdom, and to report from time to time to the Board of Trade on their state and condition. I am acquainted with the life apparatus at Tynemouth, and it was inspected by me during the last summer, when I found it in every respect efficient and fit for service. At Tynemouth, there is a double supply of gear for the rocket apparatus in consequence of the numerous wrecks that occur there, and an immense number of lives have been saved by it. In the year 1855, after the "Merchant Shipping Act, 1854," came into operation, a circular was sent by the Board of Trade to the Lifeboat Association offering them pecuniary assistance in maintaining lifeboats and crews round the United Kingdom, such circular stating the conditions upon which that assistance would be rendered; those conditions were accepted by the National Lifeboat Association and several other committees which receive a pecuniary assistance, and are under my inspection. As regards the rocket and mortar apparatus, it was transferred from the Customs to the Board of Trade in the latter end of 1856. In 1857, when it passed into the hands of the Board of Trade, it consisted of 198 stations in a very imperfect state. In 1858, it was increased to 216; in 1859, the same; in 1860, to 233; in 1861, to 235; and in 1862, to 238; in 1864, to 240. In 1857, the expenses incurred by the Board of Trade on the apparatus, was 2,751 *l.* 15 *s.* 11 *d.*; in 1858, 2,024 *l.* 17 *s.* 11 *d.*; in 1859, 1,943 *l.* 7 *s.* – *d.*; in 1860, 2,456 *l.* 15 *s.* 8 *d.*; in 1861, 2,246 *l.* 6 *s.* 4 *d.*, in all, something near to 14,000 *l.*; the result of this expenditure is, that the life apparatus is in a most efficient state throughout the United Kingdom. The apparatus is placed under the charge of the coast guard, and is exercised every quarter under the direction of the inspecting commander or officer in command.

Examined by Mr. *Spence*:—Under ordinary circumstances there is one whip line, one hawser, and two sets of rocket lines. Here they have more than double that. After hearing the evidence of Byrne, I think the quantity of apparatus supplied to Tynemouth is quite sufficient. There is an apparatus at Cullercoats, and also at South Shields. It is not desirable to keep gear of this kind in store, as it is apt to decay; it can always be got by sending to the Board of Trade. The apparatus at South Shields and Cullercoats, I think, are single sets.

Examined by Captain *Harris*;—Instructions are issued by the Board of Trade, both as to its use by the coast guard and by the crews of ships; the directions to the coast guard are in every coast guard station; and the directions to ships requiring an official log-book, are printed in the commencement of their official log-book. As regards coasting vessels, they

they can obtain the directions what they have to do by applying at the custom house or shipping office, and the directions of the Board of Trade to Receivers of Wreck are, that they cause them to be posted near to docks, custom houses, and distributed to sailors and others connected with ships. Masters and mates applying for certificates of competency are now examined on the use of the life apparatus. The Naval Reserve men at Sunderland are now instructed and trained, and the Board of Trade have supplied the apparatus to them; and if an application was made to the Board of Trade, on the part of the training ship "Castor," I have no doubt an apparatus would be supplied, and I am quite sure the Board of Trade would supply the apparatus to any place where it was shown it would be useful. The tablets of instructions, such as used at Tynemouth, are not in general use in other places round the coast; they might prove useful, but I should have thought that the instructions of the Board already issued were sufficient.

Examined by Captain *Baker*:—I think assistance of volunteers, under certain regulations, would prove very useful; they would of course be under the directions of the coast-guard officer having charge of the apparatus: to make them efficient, they should exercise with the coast guard every quarter. I think the Board of Trade would have remunerated those men who refused their services, had they rendered them when asked; it is the practice of the Board of Trade to do so. A list is sent up by the inspecting commander of the names of men who assist to the Board of Trade, and they are paid as well as the coast guard There is a small payment made to the coast guard whenever they attend a wreck, and in case of saving life, double. The amount of payment to a coast guard in assisting at wreck to save life is 1*s.*, and if successful in saving life 2*s.*, and this is increased where specially recommended by the inspecting commander. I do not remember any complaints being made against the coast guard for neglecting their duties in respect of saving wreck or life; on the contrary, they are most indefatigable. As a proof of this, I may mention that, in 1859, 260 lives were saved by the apparatus; in 1860, 408; in 1861, 407; and in 1862, 310. I have had the supervision of life apparatus from the commencement.

Examined by Captain *Baker*:—I think the coast guard on this occasion did all they could, and it is only to be regretted that they were not more numerous. The coast guard are under the Admiralty; they have certain duties to perform for the Board of Trade, under the Merchant Shipping Act.

(signed) *R. Robertson.*

James Gilbert, sworn, saith:—I was coxswain of the "Constance" lifeboat, stationed at Tynemouth Haven. The boat is supplied by the National Lifeboat Institution. We have a crew of 12 and a coxswain. At five minutes to six o'clock on the night of the loss of the "Stanley," I was standing on the outer end of the staging at the pier end; one of the crew of the lifeboat informed me that I was wanted to launch the boat to go to the screw steamer which was ashore. The boat was immediately launched and manned, and we proceeded to seawards; but we were called back when we had got out as far as No. 4 Crane, just at the commencement of the broken water. I cannot tell who called us back; it was some one from the lower pier, who said the crew were saved by the Shields lifeboat. We returned, and put the boat upon her carriage again, all ready for launching, if required. We all stood by the boat. I sent one of my crew over the battery banks, to ascertain whether it was correct or not that the crew were saved; the man returned in about seven minutes, and informed me that there were 60 people on board of the steamer, and only three saved. I then asked my men if they were all ready to go off to the steamer; every man replied ready, and the boat was immediately launched. This was about a quarter to seven o'clock, to the best of my knowledge. We got the boat through the surf, and after driving her through the sea, which constantly broke over us, we backed her into position to board the ship, and I gave orders to pull ahead, and we got under her starboard bow. When we got alongside, two men in the ship told us they had got a rope ready; we prepared to receive the rope, and pulled under the "Stanley's" bowsprit, when the sea broke over the bow of the "Stanley" and came right down upon us, snapping the whole of the oars right off by the rullocks; the men grasped the spare oars, which lie in the centre of the boat, and found three out of five missing; we had five spare oars. The next sea swept us down on the "Friendship." There was only one sea between the ships; this sea drove the boat into the "Friendship's" starboard fore-rigging. The "Friendship's" head was to the eastward. The boat struck with a great crash, and we lost four of our crew, but I cannot say how; it was so dark I could not recognise my own men. Two of the four eventually got ashore. Every man had his life jacket on. When the boat fell, she remained quite still for about two minutes. I saw four men standing in group on the "Friendship," and I said, "for God's sake, jump into the boat;" no one spoke. The next sea that struck us carried us within about six or eight feet of the foundation stone of the Tynemouth Dock. We steadied our boat with the two remaining oars, and proceeded up the river. We fell in with three lifeboats under the south, going near the Narrows; I asked them to give us fresh oars, but they said they could not spare them. They could not spare them, as they had also lost part of their oars. We then fell in with the "William Wake," salvage boat, and asked them for oars; they could not give us any, and they took us in tow, and landed us at the Low Lights. This might be about nine o'clock; but I cannot say exactly. The "Stanley" had not broken in two when we passed her; but the sea was making a complete breach over her as far as the foremast. I first saw the "Stanley" E.N.E. of the pier end, when she fired a rocket. Half an hour after I saw her pass in over the bar. I cannot say how far she

would be from the pier head. I saw nothing more of her until I saw her from the lifeboat. I did not see the pilot steamer enter the harbour. I did not see a barque tow into the harbour; I was too busy with my own work.

Examined by Mr. *A. S. Stevenson*:—My boat is supposed to carry 28 people above the crew.

Examined by Captain *Harris*:—We steered the boat with both the oar and rudder. We have a regular crew of volunteers, about 24 in all. When an alarm is given, a man goes round and summonses the crew by word of mouth. When the heavy sea broke over us which carried away our oars, it filled our boat; but she emptied herself instantly by her self-acting valves. The "Constance" is 33 feet in length by eight feet beam, and pulls ten oars; she is a first-class boat. I think it would be advisable to have a gong, or something else, to summon our crew when required, as it is a long distance from the boathouse to where they live, and it takes a long time to send round. Our boat has never rescued any lives yet.

Examined by Captain *Baker*:—I am a sailor, and have been 17 months coxswain of the boat. The crew on that occasion consisted of 11 seamen and two landsmen, and the latter two are experienced boatmen. I never saw a heavier sea than was running in the night in question. When I first saw the "Stanley" coming in, she did not appear to be closer in than the usual track. I think, if we had proceeded in the first instance, we might have communicated with the ship. When we did go, the flood-tide had made some time.

Examined by Mr. *A. S. Stevenson*:—It was an increasing sea until the ship struck, from the time I saw the rocket fired.

Examined by Captain *Baker*:—When we fell in with the three lifeboats laying on their oars they told us they had been trying to get down, and had lost some of their oars. Two of my men lost their lives that night; their bodies have been since recovered. One of the men was a seaman of 30 years' standing, and the other was a landsman, a carpenter; the other two men were saved by their cork jackets.

(signed) *James Gilbert.*

(A.)

TRINITY HOUSE, NEWCASTLE-UPON-TYNE.

By the Master, &c.

RULES and ORDERS to be observed by in the exercise of his Office as Pilot.

I. WHEN you shall receive an order, signed by the master, deputy master, or clerk of this corporation, for the time being, to conduct any one of Her Majesty's ships, you are to repair on board of her to take charge of her as pilot, and to continue such charge, according to the tenour of the said order.

II. When you shall agree with the owner, commander, or master of any merchant ship or vessel, or any agent, on the behalf of such, to take charge of her as pilot, according to the tenour of your warrant, you are to repair on board her, and take charge of her, and to continue such charge according to the said agreement; subject, nevertheless, to all such orders as you shall receive from this corporation from time to time.

III. You are at all times to demean and behave yourself civilly and soberly in the execution of your office as pilot; as also to use your utmost care and diligence for the safe conduct of every ship which you may or shall be entrusted with the charge of: also, you are to use your utmost endeavours to prevent her doing damage to any other ship or vessel.

IV. You are not to alter your warrant, or suffer the same to be altered in any respect; neither are you to lend, give, or sell your branch or warrant to any person whatever, either to countenance his piloting of ships or vessels, or to prevent him being impressed into Her Majesty's service, or on any other account whatever.

V. When you observe any alterations in any sands or channels, at the bar mouth of the River Tyne, the middle ground, or in-sand, or that any of the buoys or beacons belonging to this Trinity House are not truly placed, broke down, or driven away, you are strictly charged to send an account thereof to the clerk of this corporation for the time being.

VI. You are at all times to obey any summons of this corporation, commanding or requiring your attendance at the Trinity House, on the penalty of having your branch or warrant recalled, and declared to be null and void.

Trinity House, Newcastle, By command.
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(B.)

TRINITY HOUSE, NEWCASTLE, 9 February 1858.

RULES and REGULATIONS for SEA PILOTS.

1st. THAT it shall be imperative for all branch pilots, as well as acting-order pilots, proceeding to sea with the pilot steamer, or "Robert Ingham" steamer, to look for inward-bound vessels, to draw lots for their turns.

2d. That when a vessel heaves-to for a pilot, the first in turn must go on board, unless the said vessel proves to be under 12 keels; if so, then the first acting-order pilot shall do so.

3d. That when there are no acting-order pilots on board of the pilot steamer, or "Robert Ingham," then the branch pilots must board all vessels, large and small, as they heave-to, according to their regular turns.

4th. That if the said pilot who is in turn should refuse to go on board of any vessel above 12 keels, he shall go to the bottom of the list for that day.

5th. That all other pilots, as they fall in turn, to act as above.

6th. That an acting-order pilot shall not in any case loose his turn for a branch pilot as long as the vessel wanting a pilot does not exceed 12 keels.

7th. That no pilot shall be allowed to find a substitute in boarding.

8th. That in the event of any pilot or pilots, who may be at sea in their own cobles, and the steamer with pilots on board likely to pass them, they shall be at liberty to go on board or tow with any other steamer, providing each pilot has his flag displayed.

9th. That it shall be imperative for the pilot steamer to return to the harbour immediately that the flag is hauled down, or the lights are extinguished, for the purpose of giving other pilots an opportunity of getting off with her.

10th. That any pilot known to infringe those rules will subject himself to a fine, if reported o this house, such fine not to exceed 2 *l.*

11th. Limits of South Shields sea pilots be Sunderland to the south and Blyth to the north, and Sunderland pilots' limits, Seaham to the south and Tynemouth to the north; and in the event of any pilot being applied to by a ship-owner or master to proceed beyond his limits either north or south, he shall be at liberty to do so on obtaining permission from this Board. This order shall not prevent pilots going beyond their waters to look for ships.

12th. That if any pilot should be in want of a boy to attend his coble as an apprentice, according to the rules of this house, who has not a son or relative, he shall be at liberty to take a stranger, in the event of not being able to be supplied with one from those already on the book in the pilot office.

By Order of this Board.

(C.)

To the Justices of the Peace for the Borough of Tynemouth, in the County of Northumberland, and to the Nautical Assessors appointed to assist them in making an Inquiry, ordered by the Board of Trade, into the Loss of the Screw Steamer "Stanley," of Aberdeen, which took place at the Mouth of the River Tyne, on the Evening of the 24th of November 1864.

The Statement of *Thomas Howling*, the Master of the said screw steamer "Stanley," submitted to the said court of inquiry, held at the Town Hall of the borough of Tynemouth aforesaid, on the 6th day of December 1864, and following days, as follows:—

Your Worships and Gentlemen,

I BEG respectfully to state that I have been in the service of the Aberdeen Steam Shipping Company for 21 years, and during 18 years of that period I have commanded one of the steamers belonging to them, and have never, until the melancholy and disastrous loss of the "Stanley," now under inquiry, met with loss or accident to any of their vessels under my command. I have been master of the "Stanley" for the last two years, and have navigated her successfully between Aberdeen and London until her loss on the 24th of November last; and I hold a certificate of service for foreign and home trade, a certificate of service for passenger trade, and a certificate for pilotage from London Bridge to Orfordness, which were all lost in the "Stanley." On the evening of the 23d of November last the "Stanley" left Aberdeen for London, under my command, with about 30 passengers, male and female, and an average cargo of general merchandise and cattle, there being 47 head of cattle and 30 sheep on deck, properly secured in compartments or stalls, and I have carried larger cargoes safely. The ship was a good ship, well found and

perfect in all respects, with a crew of 29 hands, including a mate and second mate, both holding certificates; and we left Aberdeen anticipating a safe and prosperous passage, and proceeded without anything particular happening until 2 A.M. of the 24th, when the wind increased, and at 9 A.M. the wind blew hard with heavy showers and a heavy swell from the south-east; the course was kept for Flamborough Head, and at 2 P.M. I called up the mate, who had gone to his watch below at 12 at noon, as the weather was then very threatening and the ship was labouring very heavily. We consulted the charts and found that the ship was about 25 miles east of Tynemouth, and we agreed that it was best to run for some port of safety. We first thought of the Frith of Forth, but as the wind and sea then were it would have been as bad to go back as to go on, and we determined to make for the Tyne as the wind had threatened to a gale and the sea was still increasing, particularly as I was informed by the mate, who knew the Tyne well, that there was now water at all times of the tide for a vessel of the draught of the "Stanley," namely, 13 feet, to enter the harbour; and consequently, at 2.30 P.M., we bore away for the Tyne, and the ship was much easier when before the wind and ceased to ship water, which she had previously done in very large quantities. We made the Tynemouth Light at about 4.30 P.M., distant about eight or ten miles, the wind and sea still increasing, and we kept away for the light, and when near it a rocket was fired for a pilot, and the ship's head was put to sea to wait for one; and a short time after a second rocket was fired for a pilot, but none came, although we saw a steam-tug coming out of the harbour, which we thought was the pilot steam-tug. We saw, however, a barque being towed into the harbour, and as there seemed no chance of getting a pilot, and the sea was a fearful sea, and the night was very threatening, and as the mate was well acquainted with the harbour, and offered to take the vessel in, I thought it was better to get into the harbour without delay, rather than remain out in such a sea, with great risk to the safety of the ship and all on board; I, therefore, ordered the helm to be put to port for the "Stanley" to follow the barque into port. This was done at once, and the second mate went to the wheel to assist the man at the helm, and I and the mate went forward to the top of the fore-deck house (there being a look-out on the top-gallant forecastle) to give the necessary orders to the men at the wheel, there being three hands along the deck, fore and aft, to pass the orders. The vessel proceeded to the bar, and went south of the buoy at the end of the north pier, about 100 or 150 yards, being in the regular channel between that buoy and the south buoy, and we crossed the bar in safety, there being 20 feet of water upon it at least, as proved in evidence before you; but on getting to the inside of it, there being a tremendous sea, the "Stanley" was struck by three very heavy seas in succession on the starboard quarter, one of them breaking over the ship from very near the stern, and she broached-to and could not recover herself, notwithstanding I had had the helm a-starboard and hard a-starboard on the seas striking her, and the consequence was that she struck on the Black Midden Rocks, and after a time became fast, it being near low water at the time. As soon as she became fast, I went into the cabin to tell the steward to prepare the ladies to get ready to be got on shore; and whilst I was away for that purpose some of the crew, without my knowledge or orders, commenced to get the starboard waist boat out, and get some of the female passengers into it, with such disastrous result and loss of life as has been given in evidence to the court. I then ordered the starboard waist boat to be cleared away, but the heavy sea prevented it being carried into execution, and that and the other boats were rendered useless and destroyed by the heavy seas which struck and washed over the ship; at length, by the aid of the rocket apparatus, a line was got aboard and a hawser drawn in, and I ordered it to be fastened to the mast-head, but the crew seemed paralyzed and I could not get them to do it; but they fastened it to the night-heads of the bowsprit on the forecastle, notwithstanding I told them several times to fasten to the mast-head, as it was no use fastening it so low, and I desired them to fasten it half the height of the mast if they could not fasten it at the mast-head, but I could not prevail upon them; had this been done, I feel satisfied that a great many more, if not all the lives, might and would, in all probability, have been saved. The night was fearful, and sea after sea broke over the vessel, carrying away the deck-houses and sweeping several of the passengers, particularly the female passengers, off the deck, whom I could not induce to take to the rigging. About 10 P.M. the vessel parted in two, abaft of the main-mast, and the fore part turned round with the head to the east, the masts and rigging still standing, and I and the remaining crew and passengers kept in the rigging till the morning, when the survivors were all taken off by the rocket apparatus. Had the vessel not parted, I do not believe that any of us would have been saved; but that all but the three who were taken off by the rocket apparatus before the ship parted would have been lost, as the lifeboats could not get to us. I have thus shortly given my own account of this melancholy event, which the court will perceive corresponds so far with the evidence given by those of the crew of the "Stanley" who have been examined, and I have added such explanations with regard to myself, and my conduct in the matter, particularly as to my absence from the boat when it was lowered without any orders or knowledge, and as to my attempts to get the hawser fastened at the mast-head, as I trust the court will think are desirable and proper. I was actuated on this occasion solely by a desire for the safety of the vessel, and passengers and cargo, under my care; and after vainly endeavouring to obtain a pilot, I felt confident, from the practical and local knowledge of my mate that, by our combined efforts, we should take the vessel safely into the harbour, as I felt that, if we continued at sea in such weather, there would be the greatest danger; and I beg to remind the court that, on the same night, the "William Hutt" screw steamer, on its voyage from Sunderland to London, foundered at sea, and all hands perished but one, who had a most miraculous escape; and on the

same

same night the steam-ship "Dalhousie," on its voyage from Newcastle to Dundee, was also lost, when the whole of the crew and passengers perished. We did succeed in getting safely over the bar, and the evidence of William Young, a pilot of 26 years' experience, is, I submit most respectfully, conclusive in my favour that the vessel was in the proper channel, and but for the tremendous sea which was running at the time, which threw the "Stanley" out of her course, she would have got into the river in safety, and this melancholy calamity would not have happened; and he also stated, that if he had been the pilot on board he should have taken the same course, and the same accident might have happened to himself, either by night or in the daylight, and either with the lights up or not. With regard to taking soundings in crossing the bar or coming into the river, which has been alluded to during the inquiry, I respectfully submit that in such a sea it would have been impossible to have done so with any useful result. No one can deplore the event more than I do myself, no one can feel it more acutely than I do, but I respectfully submit that I did all that could be done under the circumstances for the safety of all committed to my care; and I confidently and earnestly trust that this honourable Court will acquit me of any negligence or blame on the occasion.

Thos. Howling.

Aberdeen, 5 December 1864.

Captain T. Howling has been known to me for many years. I cannot speak too highly of his character, and of the general esteem in which he is held by all classes in this city. As the captain of one of our London steamers, he has, during many years, possessed our utmost confidence, and, certainly, if politeness and attention to his passengers, uniform sobriety and unflinching firmness in difficult positions, could entitle any man to confidence, Captain Howling had all these qualifications, according to the opinion of his fellow citizens.

Thomas Geo. Suther, D. C. L.,
Bishop of Aberdeen.

Dear Captain Howling, Cruden, 27 November 1864.

I am impelled to send you a line to offer my fervent and sincere congratulations on your recent marvellous escape from death, and to express an earnest hope that your life may be long preserved to you, and that you may be spared for many years and have a long and prosperous career yet awaiting you in your professional course. I have written to my boys to-day, giving them the happy intelligence of your safety, which will rejoice them beyond measure. Lady Erroll unites with me in fervent congratulations on your safety, and in a sincere prayer for your future welfare.

Believe me, &c.
Erroll.

Aberdeen Steam Navigation Company's Office,
Aberdeen, 5 December 1864.

On the part of the directors of the Aberdeen Steam Navigation Company, I am requested to bear testimony to the satisfactory manner in which Captain Howling, late of the steam-ship "Stanley," has discharged the duties devolving upon him as a commander in this company's employment for the long period of 21 years; the last 18 years as captain of one of their steam-vessels. His services have been characterized by energy, faithfulness, and strict sobriety, and he, at all times, enjoyed the full and implicit confidence and respect of the directors and the public.

John Stewart, Chairman.

Aberdeen, 3 December 1864.

The undersigned certify that we have known Captain Thomas Howling, late of the steamer "Stanley," for many years while in command of sailing-vessels and of steamers in the trade between this port and London, and can bear most willing testimony to his character as an able seaman, a most sober, upright, and intelligent man. While deeply sympathising with him in his present position, we have no hesitation in expressing the opinion that the accident occurred from his being placed in very trying circumstances, and not from default of seamanship or general ability.

Neil Smith, jun., shipowner.
James Marsh, shipowner.
John Cook, shipowner.
Robert Johnston, shipowner.
William Duthie, shipbuilder.
J. J. Willett, shipowner.
Hogarth & Co.
Geo. Leslie & Co.
Jos. Wood, shipowner.
Alex. Nicol, shipowner.
Geo. Thompson & Co., shipowners, Aberdeen and London.
William S. Clive, insurance broker.
Hy. Adamson, shipowner.
John Catto, Sons, & Co., shipowners.
J. O. Adam & Co., shipowners.
Charles T. Glover, shipowner.
Wm. Adamson.
R. B. Horne, insurance broker.

(D.)

OBSERVATIONS of the VELOCITY and SET of the TIDAL CURRENT in the RIVER TYNE, at the Mouth of the River, at the points shown on Plan, 8th December 1864.

Number of Station.	Time of Day.	Velocity per Hour.	Set of Current.	State of Tide.
	h. *m.*	*m.* *f.*		
1	2 5 p.m.	0 $5\frac{9}{10}$	North-east half east - - -	Ebbing.
	3 30 „	0 $4\frac{9}{10}$	East by north - - - -	ditto.
	4 30 „	0 $5\frac{3}{10}$	East by south - - - -	ditto.
2	1 55 p.m.	1 $3\frac{6}{10}$	East - - - - - -	Ebbing.
	3 20 „	1 $0\frac{4}{10}$	East by north - - - -	ditto.
	4 25 „	1 $1\frac{5}{10}$	East half north - - - -	ditto.
3	1 48 p.m.	1 $3\frac{6}{10}$	East half south - - - -	Ebbing.
	3 5 „	1 $2\frac{6}{10}$	East by south - - - -	ditto.
	4 20 „	1 $3\frac{4}{10}$	East south-east - - - -	ditto.
4	1 40 p.m.	1 $0\frac{4}{10}$	East south-east - - - -	Ebbing.
	2 50 „	1 $3\frac{4}{10}$	South-east by east half east - -	ditto.
	4 15 „	1 $2\frac{6}{10}$	East south-east - - - -	ditto.
5	2 15 p.m.	0 $5\frac{8}{10}$	East by north - - - -	Ebbing.
	3 40 „	0 $4\frac{2}{10}$	East by south - - - -	ditto.
	4 40 „	0 $4\frac{2}{10}$	East - - - - - -	ditto.
6	2 25 p.m.	0 $5\frac{3}{10}$	East half south - - - -	Ebbing.
	3 50 „	0 $6\frac{3}{10}$	East half south - - - -	ditto.
	4 45 „	0 $5\frac{3}{10}$	East by south - - - -	ditto.
7	2 30 p.m.	1 2	East south-east - - - -	Ebbing.
	4 0 „	1 $0\frac{4}{10}$	South-east - - - - -	ditto.
	4 50 „	1 $1\frac{5}{10}$	East by south - - - -	ditto.
8	2 35 p.m.	1 $2\frac{6}{10}$	South-east by east - - -	Ebbing.
	4 5 „	1 $1\frac{5}{10}$	South-east by east - - -	ditto.
	4 55 „	1 $0\frac{4}{10}$	East south-east - - - -	ditto.

FORM No. 19.

COPY REGISTER for transmission to Chief Registrar of Shipping.

Official Number of Ship	27,448.	Name of Ship	"Stanley."
Port Number	1 in 1861.	Whether a Sailing or Steam Ship; if Steam, how propelled	Steam; by Screw.
Port of Registry	Aberdeen.	Where built	West Hartlepool, in the County of Durham.
British or Foreign built	British.	When built	in 1859.
Number, Date, and Port of previous Registry (if any)	86—1859; Liverpool.		

Number of Decks	Two.	Build	Clench.
Number of Masts	Three.	Gallery	None.
Rigged	Schooner.	Head	Scroll.
Stern	Elliptic.	Framework	Iron.

TONNAGE.	*Number of Tons.*
Tonnage under Tonnage Deck	489·07
Closed-in Spaces above the Tonnage Deck, if any, viz., Space or Spaces between Decks	59·22
Poop	—
Excess of Round House and Topgallant Forecastle, for use of Crew	4·67
Other enclosed spaces (if any), naming them	—
	552·96
Deduct allowance for Propelling Power	176·95
Register Tonnage	$376\frac{1}{100}$

MEASUREMENTS.

Length from the forepart of the Stem under the Bowsprit to the aft side of the Head of the Stern-post	193 feet 9-10ths.
Main Breadth to outside of Plank	27 feet.
Depth in Hold from Tonnage Deck to Ceiling at Midships	14 feet.

ADDITIONAL PARTICULARS FOR STEAMERS.

Deduction for space required for Propelling Power	176·95 tons.
Length of Engine Room (if measured)	29 feet 9-10ths.
Number of Engines	Two.
Combined Power (estimated Horse-power)	110 horses.

Names, Residence, and Description of the Owners, and Number of Sixty-fourth Shares held by each Owner:

John Stewart, of Craigiebuckler, Manufacturer,
Alexander Eddie, Baker,
Henry Campbell Oswald, Sharebroker,
John Cargill, Shipmaster,
} Joint Owners 64 shares.

all of Aberdeen, County of Aberdeen.

Registry dated 8 January 1861. (signed) *D. Preston*, Registrar.

I hereby certify that the above are the true particulars of registry and ownership of this date, as appears by the copy or transcript kept by the Chief Registrar of Shipping at the Custom House, London, of the vessel "Stanley," of Aberdeen.

Dated Custom House, London,
30 November 1864.

G. Evans,
Chief Registrar of Shipping.

STEAM VESSEL "STANLEY."

COPY of EVIDENCE and REPORT relative to the Loss of the "STANLEY" Steam Vessel at the Mouth of the *Tyne*, in pursuance of an Inquiry directed by the Board of Trade.

(*Mr. Richard Hodgson.*)

Ordered, by The House of Commons, *to be Printed,*
10 *March* 1865.

119.

Under 3 *oz.*

STEAM VESSELS.

RETURN to an Order of the Honourable The House of Commons, dated 27 March 1865;—*for*,

A RETURN, "in a TABULAR FORM, with Consecutive Numbers, of the whole of the STEAM VESSELS Registered in the United Kingdom on or before the 1st day of January 1865; stating, in separate Columns, the following Particulars:—Official Number of Vessel; Vessel's Name; Port of Registry; Date of Registry; Date of Build; Registered Owners; Dimensions of Vessels in Length and Breadth and Depth of Hold; Tonnage (exclusive of Engine Room); and Gross Tonnage, distinguishing Vessels Built of Iron, and Vessels having Screw Propellers; also, distinguishing Vessels measured under the Merchant Shipping Act of 1854 from those measured under previous Acts; and Estimated Horse Power of their Engines, and giving the Aggregate Number of Vessels and Amount of Tonnage; with an INDEX for easy reference attached to it, giving the Names of the Vessels in Alphabetical Order, with Numbers to each, corresponding with the Consecutive Numbers in the Return (in continuation of Parliamentary Paper, No. 371, of Session 1864)."

(*Mr. Thomas Baring.*)

Ordered, by The House of Commons, *to be Printed*,
27 *June* 1865.

RETURN, in a TABULAR FORM, with Consecutive Numbers, of the whole of the STEAM VESSELS Registered in the United Kingdom on or before the 1st day of January 1865; stating, in separate Columns, the following Particulars:—Official Number of Vessel; Vessel's Name; Port of Registry; Date of Registry; Date of Build; Registered Owners; Dimensions of Vessels in Length and Breadth and Depth of Hold; Tonnage (exclusive of Engine Room); and Gross Tonnage, distinguishing Vessels Built of Iron, and Vessels having Screw Propellers; also, distinguishing Vessels measured under the Merchant Shipping Act of 1854 from those measured under previous Acts; and Estimated Horse Power of their Engines, and giving the Aggregate Number of Vessels and Amount of Tonnage; with an INDEX for easy reference attached to it, giving the Names of the Vessels in Alphabetical Order, with Numbers to each, corresponding with the consecutive Numbers in the Return (in continuation of Parliamentary Paper, No. 371, of Session 1864).

Vessels marked thus * have been measured previous to the Merchant Shipping Act, 1854.

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1	- -	*Beaver - - -	London - 1835	1835	Hudson's Bay Company - - - -	101 4 in.	20 0	11 0½ in.	109	—	70	
2	257	*City of Hamburgh -	ditto - 1836	1834	General Steam Navigation Company - -	160 5	23 8	15 9	333	518	140	
3	413	*John Bull - -	ditto - „	1835	- - ditto - - - - - -	164 9	25 8	17 2	345	591	200	
4	18	*Giraffe - - -	ditto - „	1836	- - ditto - - - - - -	142 0	22 8	14 6	232	410	120	
5	180	*Rainbow - - -	ditto - 1838	1837	- - ditto - - - - - -	185 0	24 2	12 0	263	407	160	iron.
6	13,701	*Starlight - - -	ditto - 1839	1838	Iron Steamboat Company - - - -	82 0	13 7	6 8	30	51	20	iron.
7	13,702	*Twilight - - -	ditto - „	„	- - ditto - - - - - -	82 0	13 5	6 8	30	51	24	iron.
8	13,704	*Bridegroom - -	ditto - „	1839	- - ditto - - - - - -	93 5	13 6	6 9	35	55	24	iron.
9	- -	Queen Victoria -	ditto - „	1837	Frederick Squire - - - - -	83 6	10 9	6 2	35	52	—	
10	367	*Sir Edward Banks -	ditto - 1841	1826	General Steam Navigation Company - -	151 5	19 7	15 5	180	323	120	
11	397	*Vivid - - -	ditto - „	1835	- - ditto - - - - - -	156 9	22 1	14 7	228	429	180	
12	734	*Trident - - -	ditto - 1842	1841	- - ditto - - - - - -	192 7	28 7	19 4	645	971	280	
13	30,719	*Hindostan - -	ditto - „	1842	Peninsular and Oriental Company - -	217 6	35 8	30 1	972	2,017	520	
14	4,256	*Grey Mare Meg -	ditto - „	„	G. Inglis and another - - - -	72 4	15 6	9 0	14	71	50	
15	930	*Magician - -	ditto - 1843	„	General Steam Navigation Company - -	146 9	20 0	10 1	96	175	110	iron.
16	15,862	*Monarch - - -	ditto - „	1833	William Watkins - - - - -	64 10 in.	13 11 in.	7 0	26	—	20	
17	9,167	*Samson - - -	ditto - 1844	1837	Thames Steam Towing Company - - -	84 0	15 9	9 1	34	88	60	
18	30,711	*Precursor - -	ditto - „	1841	Peninsular and Oriental Company - -	229 6	33 5	24 4	1,133	1,817	460	iron.
19	4,274	*Robert Bruce - -	ditto - „	1844	H. Hindmarsh - - - - - -	95 8	18 4	9 4	49	130	80	
20	6,199	*Victory - - -	ditto - „	1840	Caledonian Steam Towing Company - -	82 2	16 1	9 0	28	86	60	
21	6,168	*Souter Johnny -	ditto - „	1836	W. T. Bridges and others - - - -	82 7	15 8	9 4	37	86	40	
22	6,167	*Tam O'Shanter -	ditto - „	1834	T. B. Jones - - - - - -	76 0	15 6 in.	9 0	40	—	35	
23	6,198	*Sir William Wallace -	ditto - „	1841	Caledonian Steam Towing Company - -	98 1	17 9	10 0	47	128	80	
24	9,960	*Matrimony - -	ditto - „	1842	Iron Steamboat Company - - - -	98 1	13 4	6 4	37	55	24	iron.
25	260	*Triton - - -	ditto - 1845	1845	General Steam Navigation Company - -	163 0	23 4	13 7	205	358	120	
26	215	*William Jolliffe -	ditto - „	1836	- - ditto - - - - - -	143 7	20 2	13 9	197	311	100	
27	10,681	*Samson - - -	ditto - „	1843	James Matthews - - - - -	83 5	16 3	9 0	31	90	40	
28	4,307	*Lass o'Gowrie - -	ditto - 1846	1845	J. Jolliffe and another - - - -	71 2	15 1	8 6	23	67	40	

29	250	*Water Witch	ditto	1846	1835	General Steam Navigation Company	156	5	22	3	15	0	276	481	180				
30	4,257	*Trinity	ditto	„	1844	T. Petley and others	85	2	16	7	10	4	36	103	80				
31	- -	*Emmanuel	ditto	„	1841	Overton and Hughes	80	0	10	6	7	0	20	45	—				
32	23,065	*Sibyl	ditto	1847	1844	Woolwich Steam Packet Company	114	5	13	5	6	9	58	82	32	iron.			
33	23,066	*Dryad	ditto	„	1846	- - ditto	117	0	13	2	7	0	60	82	32				
34	24,733	*City of Boulogne	ditto	„	1838	G. Sichel	135	4	20	5	11	9	217	313	120				
35	31,183	*Pekin	ditto	„	1847	Peninsular and Oriental Company	214	7	29	7	18	6	759	1,182	400	iron.			
36	25,136	*Conway	ditto	„	1846	Royal Mail Packet Company	186	5	28	4	19	5	580	930	300				
37	12,757	*Paul Pry	ditto	„	1847	William Watkins	80	0	15	5	8	7	43	83	35				
38	4,254	*Thomas Petley	ditto	„	1846	T. Petley and others	89	2	16	6	10	1	43	108	80				
39	9,072	*Highland Maid	ditto	„	„	Daniel Barker and others	66	2	13	0	8	0	18	49	22				
40	- -	*Tonbridge	ditto	„	1845	Frederick Partridge and others	70	2	11	4	6	7	13	41	—				
41	26,440	*Citizen (G.)	ditto	1848	1846	Citizen Steam Boat Company	94	0	13	4	6	6	43	61	24	iron.			
42	26,443	*Citizen (K.)	ditto	„	1847	- - ditto	103	5	12	3	6	4	58	75	24	iron.			
43	26,434	*Citizen (A.)	ditto	„	1845	- - ditto	94	0	13	4	6	6	43	61	24	iron.			
44	26,438	*Citizen (E.)	ditto	„	„	- - ditto	94	0	13	4	6	6	43	61	24	iron.			
45	26,442	*Citizen (J.)	ditto	„	1847	- - ditto	103	5	12	3	6	4	58	75	24	iron.			
46	26,435	*Citizen (B.)	ditto	„	1845	- - ditto	94	0	13	4	6	6	43	61	24	iron.			
47	26,436	*Citizen (C.)	ditto	„	„	- - ditto	94	0	13	4	6	6	43	61	24	iron.			
48	26,441	*Citizen (H.)	ditto	„	1847	- - ditto	95	0	13	5	6	3	40	57	24	iron.			
49	26,444	*Citizen (L.)	ditto	„	„	- - ditto	103	5	12	3	6	4	58	75	24	iron.			
50	26,439	*Citizen (F.)	ditto	„	1845	- - ditto	94	0	13	4	6	6	43	61	24	iron.			
51	26,437	*Citizen (D.)	ditto	„	„	- - ditto	94	0	13	4	6	6	43	61	24	iron.			
52	989	*Kent	ditto	„	1847	David Waddington	78	5	15	0	7	5	40	68	32				
53	988	*Essex	ditto	„	„	- - ditto	78	5	14	9	7	3	40	66	32				
54	6,169	*Dougal	ditto	„	„	Caledonian Steam Towing Company	76	3	14	1	9	4	37	76	60				
55	22	Albion	ditto	„	1848	General Steam Navigation Company	174	0	23	2	13	2	213	338	120				
56	15,872	*Fanny	ditto	1849	1842	Lee and Son	78	0	20	4	6	3	101	162	22				
57	15,874	*Hercules	ditto	„	1847	George Smith	85	9	22	9	9	9	104	294	25				
58	- -	*Disowned	ditto	„	1848	John M'Intosh	55	8	13	7	4	8	3	4	—				
59	25,126	*Trent	ditto	„	1841	Royal Mail Packet Company	212	0	32	8	30	0	1,236	1,857	450				
60	24,732	*Enterprise	ditto	„	1849	J. S. Rutter	83	0	9	0	5	0	9	29	30	iron.			
61	25,154	*Bosphorus	ditto	„	„	W. Inman and others	173	6	24	3	14	6	330	446	80				
62	4,253	*Perseverance	ditto	„	„	Thomas Petley and others	97	0	17	7	10	8	57	147	100				
63	23,114	*Prince of Wales	ditto	„	1843	General Steam Navigation Company	180	0	21	0	10	0	139	246	136	iron.			
64	46	*Lord John Russell	ditto	„	1846	W. H. Carey	120	4	22	8	12	0	207	255	40	iron.			
65	23	Seine	ditto	„	1849	General Steam Navigation Company	175	0	23	3	13	1	212	336	120	iron.			
66	25,144	*Thames	ditto	„	1841	Royal Mail Packet Company	212	0	33	0	30	3	1,255	1,889	450				
67	21	Rhine	ditto	„	1849	General Steam Navigation Company	190	2	25	8	14	6	278	441	140	iron.			
68	- -	*Pottinger	ditto	„	1846	Peninsular and Oriental Company	220	3	34	5	20	9	890	1,350	450	iron.			
69	82	*Sir Robert Peel	ditto	1850	„	W. H. Carey	124	0	22	9	11	8	234	282	40	iron, screw.			
70	13,902	*Derwent	ditto	„	1850	Royal Mail Packet Company	175	4	26	4	18	0	550	794	280				
71	13,954	*Euxine	ditto	„	1847	Peninsular and Oriental Company	222	7	29	4	18	5	729	1,165	400	iron.			
72	735	*Tiger	ditto	„	1838	General Steam Navigation Company	162	0	25	6	16	9	379	606	242				
73	733	*Princess Royal	ditto	„	1841	- - ditto	177	7	25	4	17	8	494	748	200				
74	232	*Neptune	ditto	„	1837	- - ditto	173	0	24	8	17	1	364	600	200				
75	31,133	*Singapore	ditto	„	1850	Peninsular and Oriental Company	235	3	29	4	18	4	742	1,190	470	iron.			
76	31,249	*Ganges	ditto	„	„	- - ditto	235	3	29	4	18	4	742	1,190	470	iron.			
77	20	*Concordia	ditto	1851	1851	General Steam Navigation Company	179	7	23	3	13	5	327	465	136	iron.			

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued*.

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10ths.	*Feet. 10ths.*	*Feet. 10ths.*				
78	127	Panther - - -	London - 1851	1851	General Steam Navigation Company - -	180 5	23 3	13 4	231	360	136	iron.
79	4,283	*Friend to all Nations	ditto - „	„	C. C. Nelson and others - - - -	107 6	20 0	9 5	57	152	240	iron.
80	7,666	*Newhaven - -	ditto - „	1847	William Geach - - - - - -	153 0	21 2	11 0	148	259	80	
81	4,377	*Sir Robert Hawks -	ditto - „	1835	James Walter - - - - - -	76 4in.	15 2in.	8 6in.	44	—	40	
82	4,375	*Commodore - -	ditto - „	1840	Shipowners' Towing Company - - -	90 0	17 8	10 2	40	111	80	
83	14,792	*Severn - - -	ditto - „	1851	— Farr - - - - - - - -	85 1	10 8	5 2	28	38	16	iron.
84	12,755	*John Lee - -	ditto - 1852	1844	William Watkins - - - - -	90 2	17 0	9 0	35	104	120	
85	31,143	*Madras - - -	ditto - „	1852	Peninsular and Oriental Company - -	232 9	31 6	21 2	606	1,185	274	
86	- -	*Wonder - - -	ditto - „	1847	Nicola Vidovich - - - - -	87 1	16 7	9 2	31	94	—	
87	25,130	*Magdalena - -	ditto - „	1851	Royal Mail Packet Company - - -	266 0	38 1	33 5	1,617	2,567	800	
88	25,120	*Nymph - - -	ditto - „	1852	Woolwich Steam Packet Company - -	123 6	14 5	6 9	58	88	36	
89	4,282	*True Briton - -	ditto - „	„	Thomas Petley and others - - - -	79 0	16 0	9 4	41	95	120	
90	30,710	*Bombay - - -	ditto - „	„	Peninsular and Oriental Company - -	234 0	31 4	21 2	608	1,186	274	iron, screw.
91	31,233	*Formosa - - -	ditto - „	„	- - ditto - - - - - -	203 6	25 3	16 7	451	677	154	iron, screw.
92	13,832	*La Plata - -	ditto - „	1851	Royal Mail Packet Company - - -	280 5	37 4	27 6	1,475	2,404	1,000	
93	26	Moselle - - -	ditto - „	1852	General Steam Navigation Company - -	198 5	25 5	14 6	349	516	150	iron.
94	14,895	*Bolton - - -	ditto - „	1848	Jackson & Bean - - - - -	68 4	14 0	8 2	19	55	25	
95	26,648	*Eversfield - -	ditto - „	1852	Henry Eversfield - - - - -	60 5	17 3	6 7	35	51	30	screw.
96	- -	*Mystery - - -	ditto - „	„	R. D. Ross and another - - - -	96 1	16 6	9 4	43	106	—	
97	8,214	*Irene - - -	ditto - „	„	Corporation of Trinity House - - -	157 0	20 8	11 5	149	271	160	
98	- -	*Otter - - -	ditto - „	„	Hudson's Bay Company - - - -	122 0	20 3	12 2	145	214	—	screw.
99	9,068	*Paul Jones - -	ditto - „	1849	Daniel Barker and others - - -	79 8	15 6	9 3	22	80	38	
100	23,059	*Sylph - - -	ditto - „	1844	Woolwich Steam Packet Company - -	123 5	13 5	6 6	44	77	32	
101	4,372	*Sir Walter Scott -	ditto - „	1852	Caledonian Steam Towing Company - -	103 4	16 7	10 3	53	76	70	
102	30,709	*Bengal - - -	ditto - 1853	1853	Peninsular and Oriental Company - -	295 9	33 2	25 4	1,176	2,185	464	iron, screw.
103	357	*Countess of Lonsdale	ditto - „	1836	General Steam Navigation Company - -	174 0	24 7	17 4	396	616	200	
104	25,157	Valetta - - -	ditto - „	1853	Peninsular and Oriental Company - -	225 0	27 6	17 0	570	833	400	
105	31,155	*Cadiz - - -	ditto - „	„	- - ditto - - - - - -	226 4	28 4	18 6	481	816	220	iron, screw.
106	23,059	Elfin - - -	ditto - „	„	Woolwich Steam Packet Company - -	148 2	13 9	7 9	51	90	40	
107	11,390	*Clyde - - -	ditto - „	1841	Royal Mail Packet Company - - -	208 6	32 2	24 8	798	1,371	430	
108	183	*Hanover - - -	ditto - „	„	General Steam Navigation Company - -	168 0	22 0	16 3	326	520	180	
109	3	Belgium - - -	ditto - „	1850	- - ditto - - - - - -	161 8	26 3	14 3	249	393	180	
110	9,069	*St. Michael - -	ditto - „	1838	Daniel Barker and another - - - -	59 5	11 7	6 8	11	36	14	
111	23,388	*Cornelia - - -	ditto - „	1853	T. M. Weguelin and another - - -	144 6	19 4	13 7	215	289	60	iron, scr w.
112	16,379	*Dragon Fly - -	ditto - „	„	R. Brotherhood - - - - - -	55 2	11 5	7 5	19	32	8	iron, screw.
113	13,833	Solent - - -	ditto - „	„	Royal Mail Packet Company - - -	277 3	34 9	27 3	1,064	1,689	400	
114	155	Holland - - -	ditto - „	„	General Steam Navigation Company - -	165 3	26 0	13 6	241	383	180	
115	18,604	*Monarch - - -	ditto - „	1830	Electric Telegraph Company - - -	156 2	19 7	14 5	296	427	120	
116	9,134	*Caroline - - -	ditto - „	1853	Thomas Jackson and others - - - -	141 0	26 2	14 8	361	480	80	iron, screw.

117	31,152	*Norna	ditto	„	„	Peninsular and Oriental Company	242	4	28	4	18	7	613	970	230	iron, screw.
118	- -	*Anita	ditto	„	„	Magdalena Steam Navigation Company	129	6	18	6	6	2	62	113	80	iron.
119	26,489	Jarrow	ditto	„	„	General Iron Screw Collier Company	164	0	26	4	15	2	414	531	70	iron, screw.
120	17,303	Princess Helena	ditto	„	1846	South Eastern Railway Company	165	2	23	2	10	8	206	302	160	iron.
121	17,327	Princess Maud	ditto	„	1844	- - ditto	140	5	19	8	10	2	91	187	120	iron.
122	17,306	*Princess Clementine	ditto	„	1846	- - ditto	165	2	22	6	10	7	148	288	160	iron.
123	17,308	Lord Warden	ditto	„	1847	- - ditto	168	0	23	3	11	0	197	307	160	iron.
124	4,660	*Falcon	ditto	„	1853	J. V. Gooch	152	8	26	8	15	1	354	488	160	iron, screw.
125	18,220	*Halls	ditto	„	„	H. W. Schneider	72	2	13	9	7	7	18	52	26	
126	40,555	Wye	ditto	1854	„	Royal Mail Packet Company	202	2	27	9	21	1	438	751	180	iron, screw.
127	12,980	*Magnet	ditto	„	1854	James Thomas	32	7	8	4	4	6	4	10	12	iron, screw.
128	13,964	*Golden Fleece	ditto	„	„	W. M. Holmes and another	280	0	42	3	33	0	2,091	2,768	300	iron, screw.
129	26,524	*Tonning	ditto	„	1853	J. Hoüek	224	4	27	4	19	1	735	987	200	iron.
130	4,279	Don	ditto	„	1841	William Watkins	72	2	14	9	8	4	17	56	30	
131	13,926	Atrato	ditto	„	1853	Royal Mail Packet Company	336	6	40	9	33	6	1,970	3,126	750	iron.
132	23,249	*Caledonia	ditto	„	1838	Daniel Barker and others	84	2	15	8	9	2	42	95	—	
133	12,754	*Victoria	ditto	„	1853	William Watkins	116	0	17	1	10	8	51	147	180	
134	20,326	*Bishop	ditto	„	„	Corporation of Trinity House	69	0	14	0	8	6	27	66	30	
135	23,050	*Waterman (No. 2)	ditto	„	1844	Waterman's Steam Packet Company	118	3	14	2	7	1	62	85	36	iron.
136	23,052	*Waterman (No. 4)	ditto	„	„	- - ditto	115	5	13	7	7	0	54	77	32	iron.
137	23,054	*Sea Swallow	ditto	„	1854	- - ditto	153	7	15	6	7	0	96	128	60	iron.
138	23,051	*Waterman (No. 3)	ditto	„	1844	- - ditto	114	5	13	6	6	6	53	76	32	iron.
139	609	*Pioneer	ditto	„	1854	General Steam Navigation Company	169	5	24	2	15	6	392	413	70	iron, screw.
140	13,952	*Simla	ditto	„	„	Peninsular and Oriental Company	330	4	37	9	27	0	1,178	2,441	640	iron, screw.
141	5,146	*Ross D. Mangles	ditto	„	„	General Iron Screw Collier Company	156	6	26	5	14	4	430	531	75	iron, screw.
142	25,113	Tamar	ditto	„	„	Royal Mail Packet Company	287	5	33	7	26	5	1,076	1,707	400	
143	23,068	Oread	ditto	„	„	Woolwich Steam Packet Company	151	5	14	9	7	2	71	103	50	
144	18,656	*Levant	ditto	„	1837	W. S. Andrews	169	5	23	9	17	6	395	695	300	
145	9,166	*Lion	ditto	„	1844	J. Jones & Co.	69	5	14	9	8	2	13	58	35	
146	25,118	*Nubia	ditto	„	1854	Peninsular and Oriental Company	289	3	38	0	27	4	1,033	2,096	450	iron, screw.
147	25	Dragon	ditto	„	„	General Steam Navigation Company	162	5	26	5	15	5	382	475	70	
148	9,086	*Rhenus	ditto	„	„	J. Scott Russell	189	0	22	4	9	0	194	365	200	iron.
149	30,031	*Firefly	ditto	„	„	General Iron Screw Collier Company	157	2	25	7	14	1	404	500	80	iron, screw.
150	355	Pilot	ditto	„	„	General Steam Navigation Company	180	8	26	9	14	7	319	449	80	iron, screw.
151	6,170	*Caledonia	ditto	„	„	Caledonian Steam Towing Company	102	0	16	4	10	7	48	124	70	
152	25,152	Parana	ditto	„	1851	Royal Mail Packet Company	300	0	36	8	33	1	1,720	2,730	800	
153	19,002	Paris	ditto	„	1852	H. P. Maples	165	0	20	1	9	2	132	210	120	iron.
154	12,781	*Contractor	ditto	„	1851	W. J. Thomas and others	74	0	15	1	8	7	29	74	25	
155	285	*Gibraltar	ditto	„	1854	Western Wood	208	5	26	5	22	8	669	985	120	iron, screw.
156	13,971	Tyne	ditto	„	„	Royal Mail Packet Company	296	6	36	2	27	1	1,207	1,916	400	iron.
157	191	*Retriever	ditto	„	„	African Steam Ship Company	155	4	21	3	12	7	245	322	50	iron, screw.
158	31,753	*Burra Burra	ditto	1855	„	John Gladstone and another	150	8	23	3	11	9	196	321	80	iron, screw.
159	26,251	*Chester	ditto	„	„	General Iron Screw Collier Company	159	4	26	6	14	5	441	568	70	iron, screw.
160	4,264	*Imperial	ditto	„	„	Robert Ford and others	152	0	27	0	14	9	386	482	80	iron, screw.
161	7,354	Wearmouth	ditto	„	1855	George Elliott	167	0	26	8	15	8	331	487	140	iron, screw.
162	21,176	*Waterman (No. 10)	ditto	„	1844	Waterman's Steam Packet Company	122	6	13	6	6	9	64	87	32	iron.
163	13,990	*Sultan	ditto	„	1847	Peninsular and Oriental Company	231	0	32	0	17	8	808	1,125	200	iron, screw.
164	78	*Lady Berriedale	ditto	„	1852	J. Ricketts and others	122	5	27	0	15	0	262	393	70	iron, screw.
165	469	*Derwent	ditto	„	1855	General Iron Screw Collier Company	195	5	26	5	15	0	433	560	140	iron, screw.

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
166	23,106	Waterman (No. 1)	London - 1855	1843	Waterman's Steam Packet Company	107 0	13 9	7 1	50	80	32	iron.
167	23,108	Waterman (No. 7)	ditto - ,,	1840	- - ditto	109 0	13 3	6 6	50	79	32	iron.
168	23,111	Waterman (No. 12)	ditto - ,,	1844	- - ditto	118 0	14 4	7 1	57	90	32	iron.
169	23,363	Robert Burns	ditto - ,,	1855	Caledonian Steam Towing Company	75 9	17 0	8 7	22	82	40	
170	24,519	Black Diamond	ditto - ,,	,,	C. R. Fenwick and others	179 3	28 2	16 4	400	588	70	iron, screw.
171	24,691	Aid	ditto - ,,	,,	Board of Trade	89 2	18 0	9 9	16	112	50	
172	24,885	Sir Walter Raleigh	ditto - ,,	,,	W. S. Andrews	128 9	20 0	8 1	130	180	50	iron.
173	26,428	London Pride	ditto - ,,	1847	C. W. Christie and another	101 1	13 7	5 6	45	72	48	iron.
174	26,429	Sunflower	ditto - ,,	,,	- - ditto	100 0	13 0	6 5	44	70	24	iron.
175	4,634	Pera	ditto - ,,	1855	Peninsular and Oriental Company	303 5	42 1	27 1	1,261	2,014	450	iron, screw.
176	4,693	Sardinian	ditto - ,,	,,	Hugh Taylor and others	169 5	26 4	15 9	420	520	70	iron, screw.
177	26,901	Hutton Chaytor	ditto - ,,	,,	General Iron Screw Collier Company	170 0	26 0	15 0	424	529	70	iron, screw.
178	6,131	Berwick	ditto - ,,	,,	G. Elliott	183 3	27 1	15 9	365	537	80	iron, screw.
179	6,148	Susannah	ditto - ,,	1832	East India Dock Company	55 4	12 8	6 4	21	32	15	
180	4,356	Dolphin	ditto - ,,	1855	General Steam Navigation Company	197 0	28 2	16 3	394	626	100	iron.
181	12,765	Vulture	ditto - 1856	,,	G. V. Gooch and others	176 8	27 5	15 7	345	507	75	iron, screw.
182	12,779	Citizen (N.)	ditto - ,,	1847	Citizen Steam Boat Company	101 0	11 9	6 3	44	62	24	iron.
183	12,780	Citizen (O.)	ditto - ,,	1855	- - ditto	88 5	12 7	6 2	36	57	24	iron.
184	13,672	Leo	ditto - ,,	1847	General Steam Navigation Company	206 2	25 4	11 5	359	570	220	iron.
185	13,687	Charm	ditto - ,,	1855	James Holland and others	84 9	16 6	8 8	58	93	50	
186	13,748	Britannia	ditto - ,,	,,	John Brodie and others	91 4	18 4	10 3	42	97	60	iron.
187	13,763	Britannia	ditto - ,,	1856	Western Wood	195 0	28 4	22 0	623	917	130	iron, screw.
188	14,741	Victoria Dock	ditto - ,,	,,	William Smith	103 5	18 8	10 4	61	119	70	iron.
189	15,071	Jackall	ditto - ,,	,,	James Thomas	54 6	11 1	5 8	7	22	15	iron, screw.
190	23,427	Eagle	ditto - ,,	1853	General Steam Navigation Company	200 0	24 1	11 3	205	325	130	iron.
191	26,445	Citizen (M.)	ditto - ,,	1847	Citizen Steam Boat Company	105 0	13 5	6 5	55	75	24	iron.
192	16,357	Undine	ditto - ,,	1856	Duke of Sutherland	123 1	25 0	11 1	106	178	–	iron, screw.
193	16,394	Insolent	ditto - ,,	,,	Board of Trade	106 5	22 1	7 5	115	174	60	screw.
194	16,379	Aden	ditto - ,,	,,	Peninsular and Oriental Company	225 6	29 5	18 6	507	812	210	iron, screw.
195	16,954	Defiance	ditto - ,,	,,	W. Watkins and others	81 0	17 7	9 0	37	83	40	iron.
196	16,958	Germania	ditto - ,,	,,	General Steam Navigation Company	208 1	28 8	16 4	429	630	100	iron, screw.
197	16,983	Canning	ditto - ,,	,,	D. M'Leod Gordon	145 5	23 1	14 3	107	326	160	iron.
198	5,709	Azof	ditto - ,,	1855	Peninsular and Oriental Company	214 1	27 6	18 6	476	700	180	iron, screw.
199	17,498	Blue Bell	ditto - ,,	1844	London and Westminster Steam Boat Company	96 5	13 3	6 0	41	66	24	iron.
200	17,499	Lotus	ditto - ,,	1856	- - ditto	105 2	14 2	6 4	41	65	24	iron.
201	17,548	Water Sprite	ditto - ,,	1845	J. R. Greig	90 2	12 1	6 5	13	45	24	iron.
202	17,558	George Robert	ditto - ,,	1856	G. P. Bidder	90 8	16 8	8 3	35	76	40	iron, screw.
203	5,462	Baltic	ditto - ,,	1854	Calcutta and Burmah Steam Navigation Company.	185 2	26 4	14 4	338	497	100	iron, screw.

204	23,176	Ethiope	ditto	-	„	„	African Steam Ship Company	-	-	211	6	25	7	20	3	469	690	160	iron, screw.
205	17,036	Express	ditto	-	„	1856	E. Gregory and others	-	-	88	9	18	6	10	1	38	94	50	iron.
206	10,160	Wonder	ditto	-	„	„	W. J. Thomas and others	-	-	87	5	17	1	8	7	23	82	36	
207	770	Jupiter	ditto	-	1857	1849	J. S. Forbes	-	-	165	5	18	3	8	8	92	145	80	iron.
208	11,396	Challenge	ditto	-	„	1856	James Deane	-	-	84	6	16	6	8	9	25	78	40	
209	12,887	Demetrius	ditto	-	„	„	Michael Spartali	-	-	185	6	26	1	14	6	418	527	70	iron, screw.
210	12,587	Victoria	ditto	-	„	„	Thames Steam Tug and Lighterage Company			92	3	16	1	7	6	59	86	24	iron, screw.
211	11,922	River Queen	ditto	-	„	„	Richard Cattarns	-	-	112	1	13	9	6	3	44	71	24	iron.
212	12,589	Argus	ditto	-	„	„	Corporation of Trinity House	-	-	172	5	23	9	13	3	208	331	160	iron.
213	18,289	Bruiser	ditto	-	„	1854	General Steam Navigation Company	-	-	189	4	25	5	14	7	344	506	80	iron, screw.
214	15,352	Energy	ditto	-	„	1856	William Fletcher and others	-	-	95	7	19	4	10	5	30	115	60	
215	18,622	Leipzig	ditto	-	„	1857	H. T. Barker	-	-	179	5	26	4	16	3	452	591	70	iron.
216	15,595	Solva	ditto	-	„	„	Corporation of Trinity House	-	-	90	2	18	2	9	3	23	94	50	
217	518	Alar	ditto	-	„	1847	H. P. Maples	-	-	138	0	17	8	9	1	86	150	80	iron, screw.
218	674	Candia	ditto	-	„	1854	Peninsular and Oriental Company	-	-	-	-	-	-	-	-	1,348	1,982	450	iron, screw.
219	18,730	William Cory	ditto	-	„	1857	Hugh Taylor and others	-	-	244	6	35	2	17	8	919	1,168	120	iron, screw.
220	19,598	Black Boy	ditto	-	„	„	Curtis and Co.	-	-	81	5	15	0	7	9	45	66	15	iron, screw.
221	19,600	Prince Frederick William.	ditto	-	„	„	J. S. Forbes	-	-	170	6	19	9	10	4	100	215	120	iron.
222	1,977	Propeller	ditto	-	„	1846	H. N. Penrice	-	-	66	8	9	8	5	4	16	31	16	experimental propeller.
223	19,885	Napoleon	ditto	-	„	1857	William Watkins	-	-	120	8	20	4	11	3	29	157	—	
224	19,887	Times	ditto	-	„	„	- - ditto	-	-	81	3	18	8	9	0	11	80	50	
225	20,187	Granada	ditto	-	„	„	Peninsular and Oriental Company	-	-	186	3	26	8	16	7	381	561	160	iron, screw.
226	20,475	Airedale	ditto	-	„	„	Inter-Colonial Royal Mail Packet Company			169	3	23	0	13	6	286	363	60	iron, screw.
227	23,478	Nemesis	ditto	-	„	„	Peninsular and Oriental Company	-	-	301	0	41	3	19	5	1,143	2,018	600	iron, screw.
228	20,067	Ariel	ditto	-	„	1844	Woolwich Steam Packet Company	-	-	125	1	14	4	7	4	56	89	40	
229	20,586	Wellington	ditto	-	„	1857	Daniel Barker and others	-	-	105	8	20	1	10	8	24	130	70	
230	3,270	Armenian	ditto	-	1858	1855	African Steam Ship Company	-	-	243	3	30	5	20	5	763	1,075	200	
231	26,427	Dahlia	ditto	-	„	1845	London and Westminster Steam Boat Company.			102	6	13	2	6	0	45	72	24	iron.
232	2,089	Euclid	ditto	-	„	1855	John Cook and others	-	-	73	6	15	7	8	2	22	62	25	
233	16,150	Alliance	ditto	-	„	1856	- - ditto	-	-	81	2	16	4	8	3	15	66	30	
234	21,166	Powerful	ditto	-	„	1857	W. J. Thomas and others	-	-	88	0	17	5	8	8	23	88	40	
235	19,872	Bulldog	ditto	-	„	„	Henry Hindmarsh and others	-	-	75	3	15	4	8	6	12	54	28	
236	21,173	Ella Constance	ditto	-	„	1858	Edward Corry and others	-	-	122	0	26	3	15	5	423	535	80	iron, screw.
237	21,175	Benares	ditto	-	„	„	Peninsular and Oriental Company	-	-	293	7	38	5	15	4	966	1,491	400	iron, screw.
238	21,393	Racer	ditto	-	„	1857	D. H. Young	-	-	44	1	8	8	8	9	11	17	26	
239	21,394	Plover	ditto	-	„	1858	Waterman's Steam Packet Company	-	-	125	9	14	2	6	5	39	63	32	iron.
240	16,788	Wansbeck	ditto	-	„	1857	General Steam Navigation Company	-	-	184	1	27	5	16	2	406	597	86	iron, screw.
241	16,872	Athenian	ditto	-	„	1854	African Steam Navigation Company	-	-	243	0	31	0	21	2	650	1,057	200	iron, screw.
242	21,578	Salsette	ditto	-	„	1858	Peninsular and Oriental Company	-	-	293	8	38	5	15	4	965	1,491	400	iron, screw.
243	21,581	Camellia	ditto	-	„	„	London and Westminster Steam Boat Company.			108	8	14	2	6	3	41	66	32	
244	21,583	Lucy	ditto	-	„	„	G. Collen	-	-	71	3	16	3	8	0	30	68	30	iron.
245	21,586	Queen Esther	ditto	-	„	„	G. Ford	-	-	69	0	15	6	6	9	50	63	16	iron, screw.
246	21,589	Nelson	ditto	-	„	„	Daniel Barker	-	-	99	0	18	0	8	7	22	88	40	
247	21,591	Prince Alfred	ditto	-	„	1854	Inter-Colonial Royal Mail Packet Company			205	7	30	6	15	6	704	882	180	iron, screw.
248	21,595	Northam	ditto	-	„	1858	Peninsular and Oriental Company	-	-	274	0	34	7	14	9	905	1,330	400	iron, screw.
249	21,597	Jupiter	ditto	-	„	1857	Thames Steam Tug and Lighterage Company			111	6	12	2	6	3	27	43	30	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
250	21,600	Sir William Peel	London - 1858	1854	T. A. Corrie and another	247 6	35 1	27 5	1,044	1,536	300	screw.
251	21,890	Mazagon	ditto - „	1858	Peninsular and Oriental Company	97 0	17 1	7 5	54	86	45	iron.
252	21,894	Rainbow	ditto - „	„	Archibald Hamilton	130 0	16 3	6 9	79	111	60	steel.
253	21,893	Tasmanian	ditto - „	„	Royal Mail Packet Company	346 0	39 2	20 1	1,401	2,445	550	iron, screw.
254	22,164	Connector	ditto - „	„	Jointed Ship Company, Limited	109 3	18 1	5 0	30	36	10	iron, screw.
255	7,416	Oneida	ditto - „	1855	Royal Mail Packet Company	306 8	38 9	19 2	1,372	2,285	530	iron, screw.
256	22,170	Resolute	ditto - „	1858	James Dean	102 3	18 7	10 0	38	121	60	
257	22,171	Malta	ditto - „	1848	Peninsular and Oriental Company	285 8	39 0	20 8	940	1,943	500	iron, screw.
258	22,173	Ceylon	ditto - „	1858	- - ditto	306 1	40 9	17 8	1,374	2,021	450	iron, screw.
259	22,174	Labouchere	ditto - „	„	Hudson's Bay Company	185 4	26 1	14 9	320	507	160	
260	25,163	Bobolina	ditto - „	„	G. B. Carr and another	122 1	23 3	8 4	152	192	25	iron, screw.
261	18,192	Christina	ditto - „	1857	Michael Spartali	212 2	29 4	16 7	693	1,019	110	iron, screw.
262	25,171	Cologne	ditto - „	1858	General Steam Navigation Company	190 3	25 6	13 7	325	435	136	iron.
263	26,897	Pioneer	ditto - „	„	John Borradaile	149 4	25 2	7 3	193	247	70	iron.
264	4,373	Cock-o'-the-North	ditto - „	1852	W. W. Bruce	96 2	20 8	10 2	63	140	120	
265	26,995	Behar	ditto - „	1855	Peninsular and Oriental Company	265 0	36 1	25 5	1,090	1,603	300	iron, screw.
266	26,996	Orissa	ditto - „	1856	- - ditto	264 6	35 9	26 6	1,120	1,647	300	iron, screw.
267	12,756	Punch	ditto - 1859	1854	William Watkins and others	101 7	18 1	9 9	31	115	60	iron.
268	27,250	Nepaul	ditto - „	1858	Peninsular and Oriental Company	244 0	29 7	18 0	541	796	200	iron, screw.
269	9,490	Eider	ditto - „	1856	George Fleming	123 2	20 3	9 8	123	181	40	iron, screw.
270	20,138	Earl of Caithness	ditto - „	1857	J. Bremner	124 5	18 6	9 4	94	138	40	iron, screw.
271	27,194	Cockerell	ditto - „	1859	Richard Cory	59 8	12 2	5 6	19	28	12	iron, screw.
272	27,200	Ellora	ditto - „	1855	Peninsular and Oriental Company	261 2	36 2	25 8	1,093	1,607	350	iron, screw.
273	27,207	Jeddo	ditto - „	1859	- - ditto	277 3	35 8	16 2	1,110	1,632	450	iron, screw.
274	27,209	Tzamados	ditto - „	„	G. B. Carr and another	154 9	22 2	9 9	231	283	40	iron, screw.
275	27,211	Conservator	ditto - „	1858	Thames Conservancy	112 2	14 1	6 5	37	59	24	iron.
276	27,214	St. Michael	ditto - „	1859	Daniel Barker and another	63 2	13 4	6 9	6	32	18	
277	27,216	Enterprise	ditto - „	„	William Roxberry and others	114 8	19 2	9 9	55	147	70	iron.
278	27,224	Mersey	ditto - „	„	Royal Mail Packet Company	260 4	30 2	16 5	730	1,061	250	iron.
279	27,225	Doris	ditto - „	„	Woolwich Steam Packet Company	130 4	15 7	6 6	49	78	40	
280	27,228	Pilot	ditto - „	1858	Richard Davis and another	85 4	16 2	8 5	18	71	30	
281	25,663	Emen	ditto - „	1854	Peninsular and Oriental Company	266 3	36 6	19 3	908	1,538	300	iron, screw.
282	9,965	Robert Lowe	ditto - „	„	W. S. Lindsay	247 0	35 2	18 7	1,278	1,475	80	iron, screw.
283	27,239	Long Ditton	ditto - „	1859	R. M. Phipps & Co.	54 6	11 0	6 1	14	20	20	screw.
284	934	Samuel Laing	ditto - „	1854	Hugh Taylor and others	190 2	26 8	15 6	472	606	70	iron, screw.
285	22,037	Uncle Sam	ditto - „	1849	W. and J. Watkins	107 0	20 3	10 9	77	159	80	
286	22,036	John Bull	ditto - „	„	- - ditto	96 0	18 2	9 7	50	115	60	
287	20,546	Victor	ditto - „	1857	- - ditto	136 3	20 2	11 8	78	219	100	iron.
288	3,570	Champion	ditto - „	1854	T. B. Morton	149 2	23 0	12 4	196	289	70	screw.

289	27,781	Nelly	ditto	„	1859	Henry Lee and Son	91	8	18	2	9	6	39	116	55		
290	27,784	Shannon	ditto	„	„	Royal Mail Packet Company	330	4	44	5	26	2	2,187	3,472	800	iron.	
291	25,135	Vectis	ditto	„	1853	Peninsular and Oriental Company	229	5	30	4	16	9	473	751	260		
292	27,906	Modern Greece	ditto	„	1859	Z. C. Pearson	224	0	29	3	17	0	512	754	120	iron, screw.	
293	27,174	Cosmopolitan	ditto	„	1852	General Steam Navigation Company	192	6	27	3	15	7	303	502	140	iron, screw.	
294	4,687	Metropolitan	ditto	„	1853	- - ditto	196	8	27	6	16	3	308	521	140	iron, screw.	
295	27,916	Delta	ditto	„	1859	Peninsular and Oriental Company	324	3	35	3	22	1	1,020	1,618	400	iron.	
296	27,917	Cadiz	ditto	„	1858	Western Wood	196	7	30	1	18	2	602	761	90	iron, screw.	
297	28,061	Patras	ditto	„	1859	Z. C. Pearson	152	8	20	4	12	2½	179	264	60	iron, screw.	
298	28,062	Alarm	ditto	„	„	Henry Hindmarsh and others	83	3	18	0	9	5	11	81	50		
299	27,199	China	ditto	„	1855	Peninsular and Oriental Company	279	0	36	4	22	9	1,367	2,010	400	iron, screw.	
300	20,840	Little Eastern	ditto	„	1858	R. J. Scott and another	62	7	11	5	6	0	12	26	10	iron, screw.	
301	7,459	Columbian	ditto	„	1855	C. C. Scott and another	307	4	38	4	25	7	1,436	2,112	520	iron, screw.	
302	28,084	Assam Nautilus	ditto	„	1859	Andrew Henderson	85	6	12	8	6	4	34	54	20	iron.	
303	28,098	Fairy	ditto	1860	„	Woolwich Steam Packet Company	125	6	15	2	6	6	47	74	32		
304	28,352	Prince	ditto	„	„	Daniel Barker and others	90	3	18	5	9	0	37	89	52		
305	28,354	John Penn	ditto	„	„	J. S. Forbes	183	2	19	9	10	5	97	203	150	iron.	
306	28,366	Alacrity	ditto	„	„	Richard Cory	54	1	9	8	6	7	11	17	16	iron, screw.	
307	24,638	Peninsula	ditto	„	1853	Western Wood	193	0	25	2	14	5	350	514	80	iron, screw.	
308	17,309	Princess Mary	ditto	„	1844	South Eastern Railway Company	148	0	20	7	9	8	109	174	120	iron.	
309	28,375	Boreas	ditto	„	1856	General Steam Navigation Company	174	5	24	3	13	6	280	412	80	iron, screw.	
310	28,374	Massilia	ditto	„	1860	Peninsular and Oriental Company	309	9	36	1	22	3	1,033	1,640	400	iron.	
311	28,383	Telegraph	ditto	„	1859	J. G. Sandford and others	82	0	17	1	8	3	14	74	32	iron.	
312	28,390	Victoria	ditto	„	1860	L. H. Hazlewood and another	114	9	13	9	6	5	40	64	20	iron.	
313	28,394	George Olympius	ditto	„	„	George Gilbert	155	7	22	7	9	8	226	280	45	iron, screw.	
314	28,736	Seine	ditto	„	1859	Royal Mail Packet Company	331	6	44	1	33	9	2,167	3,440	800	iron.	
315	10,162	Esther	ditto	„	1835	C. J. Mills	55	4	13	5	7	2	9	34	15		
316	28,393	Shamrock	ditto	„	1859	Atlantic Mail Steam Navigation Company	65	3	13	8	5	2	28	35	20	iron, screw.	
317	20,452	Rover	ditto	„	1857	W. H. Thompson and another	132	3	20	6	10	2	69	187	80	iron.	
318	28,850	Leopard	ditto	„	1855	General Steam Navigation Company	172	1	24	0	13	5	254	374	80	iron, screw.	
319	20,481	Artizan	ditto	„	1857	G. K. Stothert and others	200	1	25	5	15	5	370	544	100	iron, screw.	
320	28,859	Regas Ferreos	ditto	„	1860	G. Gilbert	172	0	22	3	9	5	235	288	60	iron, screw.	
321	28,861	Ryhope	ditto	„	„	Hugh Taylor and others	197	2	28	2	16	8	475	698	90	iron, screw.	
322	28,865	Telegraph	ditto	„	„	Red Sea and India Telegraph Company	129	2	17	0	11	2	89	131	40	iron, screw.	
323	28,867	Rangoon	ditto	„	„	Calcutta and Burmah Steam Navigation Company.	204	6	27	3	14	8	354	549	120	iron, screw.	
324	7,629	Liberty	ditto	„	1843	Richard Davis and another	60	5	14	3	6	9	11	34	16		
325	29,020	Penelope	ditto	„	1860	E. W. Edwards	79	5	12	9	5	7	27	40	25	iron, screw.	
326	29,029	Henry Morton	ditto	„	„	Richard Cory	229	3	32	2	17	5	808	986	90	iron, screw.	
327	7,521	Rothesay Castle	ditto	„	1854	Oriental Inland Steam Company	185	0	18	4	7	8	84	171	100	iron.	
328	27,037	Rifle	ditto	„	1860	- - ditto	97	2	17	8	9	5	23	98	40		
329	21,572	Dolphin	ditto	1861	1837	R. D. Ross	74	1	16	4	8	1	24	57	36		
330	27,735	Viborg	ditto	„	1859	H. P. Maples	95	5	16	2	8	4½	59	87	12	iron, screw.	
331	19,891	Windermere	ditto	„	1857	H. W. Schneider and others	200	3	26	4	16	2	490	598	80	iron, screw.	
332	29,387	Hibernia	ditto	„	1861	Atlantic Royal Mail Steam Navigation Company.	360	5	40	4	21	5	1,569	3,008	800		
333	29,389	Columbia	ditto	„	„	- - ditto	369	8	40	1	28	6	1,625	2,913	1,000	iron.	
334	29,395	Anglia	ditto	„	„	- - ditto	365	0	40	2	28	7	1,659	2,949	1,000	iron.	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
335	29,397	Mooltan	London - 1861	1860	Peninsular and Oriental Company	348 8	89 1	28 7	1,627	2,257	400	iron, screw.
336	22,021	Esk	ditto - ,,	1859	Cheeswright & Miskin	177 0	24 4	11 9	237	349	60	iron, screw.
337	3,792	Margaret Ansley	ditto - ,,	1852	William Hockley and others	74 1	14 8	7 5	10	46	23	
338	14,943	Phœbe	ditto - ,,	1851	Intercolonial Royal Mail Steam Packet Company.	172 9	26 0	15 6	417	613	120	iron, screw.
339	9,186	Mitchells	ditto - ,,	1854	William Hockley and others	85 4	17 0	8 7	34	83	47	
340	29,761	Newburn	ditto - ,,	1861	R. Cory and others	192 1	28 7	16 4	530	687	90	iron, screw.
341	29,766	Leonidas	ditto - ,,	,,	Stefanos Xenos	205 5	29 5	12 7	507	602	100	iron, screw.
342	19,397	Start	ditto - ,,	1857	Charles Lungley	94 5	18 7	10 0	92	121	36	screw.
343	13,849	Indiana	ditto - ,,	1852	East India and London Shipping Company	253 7	38 9	25 7	1,623	2,093	300	iron, screw.
344	29,775	Volunteer	ditto - ,,	1861	Robert Green and another	105 0	13 9	6 4	42	59	20	iron.
345	25,134	Hydaspes	ditto - ,,	1852	East India and London Shipping Company	263 0	38 7	26 1	1,655	2,095	300	iron, screw.
346	29,785	City of London	ditto - ,,	1861	Euphrates and Tigris Steam Navigation Company.	164 7	24 0	4 7	119	169	70	iron.
347	7,127	Perth	ditto - ,,	1834	General Steam Navigation Company	167 2	27 6	17 7	375	595	240	
348	17,838	Circassian	ditto - ,,	1856	Z. C. Pearson	255 0	39 2	23 1	1,045	1,537	350	iron, screw.
349	29,793	Baron Hambro'	ditto - ,,	1861	Charles Lungley and others	182 0	25 1	14 5	360	490	70	iron, screw.
350	22,168	Vulcan	ditto - ,,	1858	Trustees of Ramsgate Harbour	108 0	19 1	9 6	81	149	60	iron.
351	7,887	Calcutta	ditto - ,,	1852	East India and London Shipping Company	258 0	40 2	- -	1,482	2,124	300	iron, screw.
352	11,923	Lady Jocelyn	ditto - ,,	,,	- - ditto	254 0	39 0	25 1	1,692	2,142	350	iron, screw.
353	29,786	Italia	ditto - ,,	1860	London and Mediterranean Steam Navigation Company.	219 0	28 2	16 3	518	683	150	iron, screw.
354	18,646	City of Norwich	ditto - ,,	1851	John Hoüch and another	220 2	27 2	19 9	663	862	200	iron.
355	29,795	Volunteer	ditto - ,,	1861	A. K. Thompson and another	122 7	17 7	9 2	144	181	40	iron, screw.
356	29,796	Edith	ditto - ,,	,,	W. Hobart and others	180 5	28 2	17 0	474	615	70	iron, screw.
357	29,799	Hero	ditto - ,,	,,	W. Joliffe and another	96 8	17 5	10 7	44	104	60	
358	17,305	Prince Ernest	ditto - ,,	1845	South Eastern Railway Company	183 1	22 4	11 4	172	272	150	iron.
359	20,125	Rifleman	ditto - ,,	1861	Robert Green and another	106 2	13 8	6 5	43	61	24	
360	25,121	Queen of the South	ditto - ,,	1852	East India and London Steam Shipping Company.	250 4	39 3	24 7	1,433	2,090	300	iron, screw.
361	43,926	Kent	ditto - ,,	1861	Charles Brownfield	78 4	17 5	9 1	18	71	35	
362	43,929	Haswell	ditto - ,,	,,	Hugh Taylor and others	196 0	29 0	16 8	560	706	90	iron, screw.
363	43,930	Victoria	ditto - ,,	,,	South Eastern Railway Company	208 5	24 0	11 5	217	358	220	iron.
364	43,933	Sir James Duke	ditto - ,,	,,	John Fenwick and others	197 8	28 0	17 4	570	744	90	iron, screw.
365	43,934	Tom John Taylor	ditto - ,,	,,	- - ditto	197 7	28 0	16 2	602	748	90	iron, screw.
366	43,945	Hawthorns	ditto - ,,	,,	R. Cory and others	199 0	28 0	17 4	575	743	90	iron, screw.
367	43,952	Midge	ditto - ,,	,,	Thames Steam Tug Company	60 0	12 6	6 8	9	27	25	iron, screw.
368	43,953	Thames	ditto - ,,	1847	James Anderson	131 7	24 4	13 5	238	291	40	screw.
369	20,192	England	ditto - ,,	1855	J. R. Yglesias	278 9	38 2	20 4	1,336	1,909	300	iron, screw.

370	43,965	Hellenis	ditto	„	1861	Anglo-Ionian Steam Navigation Company	206	1	28	5	17	3	603	755	80	iron, screw.
371	46,971	Falcon	ditto	„	„	J. H. Gordon	202	2	28	1	16	2	569	676	80	iron, screw.
372	43,974	Stettin	ditto	„	„	Z. C. Pearson	169	5	27	2	15	5	360	480	90	iron, screw.
373	43,975	John Fenwick	ditto	„	„	Richard Cory and others	199	0	28	0	17	4	575	743	90	iron, screw.
374	23,243	Eagle	ditto	„	1855	William Wagstaff	187	8	28	0	15	0	447	548	60	iron, screw.
375	8,013	Waterloo	ditto	„	1854	General Steam Navigation Company	220	1	29	8	12	7	324	514	240	iron.
376	26,668	Pacific	ditto	„	„	A. J. Clark	254	3	32	6	23	6	932	1,480	500	iron.
377	29,762	Adriatic	ditto	„	„	Atlantic Royal Mail Steam Navigation Company.	345	9	50	0	24	1	1,737	3,670	1,400	
378	43,982	Annette	ditto	„	1861	Alexander Rimington	201	7	30	0	18	1	558	752	100	iron, screw.
379	43,984	Brunette	ditto	„	„	General Iron Screw Collier Company	178	4	28	0	16	3	481	618	80	iron, screw.
380	26,651	Vestal	ditto	1862	1855	Corporation of Trinity House	182	0	23	5	13	3	207	342	180	iron.
381	19,738	Rouen	ditto	„	1857	Richard Cory and others	204	4	30	2	14	7	490	720	80	iron, screw.
382	22,061	Sir Walter Raleigh	ditto	„	1858	General Steam Navigation Company	168	5	20	6	10	4	150	239	100	iron.
383	44,010	Titan	ditto	„	1861	China and Japan Coast and River Steam Navigation Company.	120	8	19	5	9	9	90	156	70	iron.
384	25,125	Ripon	ditto	„	1846	Peninsular and Oriental Company	276	8	35	1	21	1	1,393	1,908	450	iron.
385	44,017	Regina	ditto	„	1862	London Steam Navigation Company	206	5	26	1	17	2	497	665	90	iron, screw.
386	19,498	Fame	ditto	„	1857	E. J. Gilman and others	139	6	22	3	11	8	117	222	100	iron.
387	44,006	Macgregor Laird	ditto	„	1862	African Steam Ship Company	249	7	30	8	19	2	689	969	200	iron, screw.
388	26,216	Mauritius	ditto	„	1852	East India and London Shipping Company	261	0	39	0	25	7	1,452	2,135	300	iron.
389	44,827	Volga	ditto	„	1862	C. M. Norwood and others	194	4	28	7	14	8	578	694	80	iron, screw.
390	44,829	Martin	ditto	„	1860	Waterman's Steam Packet Company	116	8	14	2	6	9	41	65	32	iron.
391	5,893	Cumberland	ditto	„	1847	J. Yeomans and another	234	5	25	3	13	6	407	605	300	iron.
392	20,390	Norseman	ditto	„	1857	Sir S. M. Peto, Bart.	122	7	18	4	9	1	58	111	40	iron, screw.
393	44,831	Rona	ditto	„	1862	Robert Jardine	235	0	33	2	21	3	784	1,215	300	iron.
394	44,832	Minerva	ditto	„	„	London Steam Navigation Company	206	5	26	1	17	2	497	665	90	iron, screw.
395	18,971	Argus	ditto	„	—	George Shaw	130	4	20	9	13	6	161	256	120	screw.
396	44,835	Dwina	ditto	„	1862	C. M. Norwood and others	194	4	28	7	14	8	578	695	80	iron, screw.
397	44,837	Naiad	ditto	„	„	Woolwich Steam Packet Company	130	3	14	5	6	4	55	77	36	
398	44,843	Samphire	ditto	„	1861	London, Chatham, and Dover Railway Company.	191	7	24	8	11	9	183	330	160	iron.
399	44,842	Maid of Kent	ditto	„	„	- - ditto	191	7	24	6	11	4	191	335	160	iron.
400	19,457	Velocity	ditto	„	1857	General Steam Navigation Company	146	5	26	1	11	2	176	259	50	iron, screw.
401	19,460	Vigilant	ditto	„	„	- - ditto	146	6	21	2	11	2	175	257	50	iron, screw.
402	44,855	George Peabody	ditto	„	1862	Robert Green and another	109	7	14	0	6	4	45	62	24	iron.
403	44,856	Childe Harold	ditto	„	„	- - ditto	106	5	12	5	6	2	32	47	24	iron.
404	44,857	Warrior	ditto	„	1861	- - ditto	107	5	13	9	6	3	43	60	24	iron.
405	44,858	Black Prince	ditto	„	1862	- - ditto	109	7	14	0	6	4	45	62	24	iron.
406	44,845	Merrimac	ditto	„	1861	Joseph Spence	219	0	30	0	10	3	537	723	200	iron.
407	44,865	Claud Hamilton	ditto	„	1862	Intercolonial Mail Steam Packet Company	200	2	28	2	16	5	529	668	100	iron, screw.
408	44,867	Sunbeam	ditto	„	1861	Louis Twysden	92	1	16	2	10	2	49	72	20	iron, screw.
409	3,621	Chanticleer	ditto	„	1853	M. F. Bremer and others	186	8	26	1	16	1	421	539	86	iron, screw.
410	44,987	Azalea	ditto	„	1862	London and Westminster Steam Boat Company.	94	0	14	3	6	2	34	49	20	iron.
411	23,247	Tynemouth	ditto	„	1854	W. S. Lindsay and another	246	4	34	1	18	6	1,143	1,410	140	iron, screw.
412	44,868	Congress	ditto	„	1857	J. R. Yglesias	281	1	38	0	19	3	1,164	1,732	500	iron, screw.
413	16,709	Queen of the Belgians	ditto	„	1844	South Eastern Railway Company	164	0	21	2	10	7	144	207	120	iron.
414	44,988	Queen	ditto	„	1862	Samuel Williams	56	6	12	1	6	6	9	27	25	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
415	28,652	Arrow	London - 1862	1860	A. Gabrielli	94 1	17 7	9 4	23	90	48	
416	44,992	Vittorio	ditto - „	1862	- - ditto	89 1	17 2	8 8	30	77	48	
417	45,002	Shaftesbury	ditto - „	„	M. J. Wilson	200 0	28 7	16 8	524	681	120	iron, screw.
418	27,705	Resolute	ditto - „	1859	R. R. Carew and another	83 3	16 5	8 8	15	67	35	
419	45,007	London	ditto - „	1862	Western Wood and others	240 0	30 6	25 4	994	1,299	120	iron, screw.
420	45,011	Scud	ditto - „	1861	Frederic Mildred and another	222 9	26 3	13 4	286	482	240	iron.
421	45,012	Petrel	ditto - „	1862	- - ditto	223 7	26 7	13 5	302	503	240	iron.
422	45,019	Corcyra	ditto - „	„	Anglo-Ionian Steam Navigation Company	204 4	28 5	17 3	637	794	100	iron, screw.
423	45,021	Albert Edward	ditto - „	„	South Eastern Railway Company	205 3	24 0	11 5	222	365	220	iron.
424	29,075	Experiment	ditto - „	1859	Labuan Coal Company	83 4	15 5	8 0	9	66	24	iron.
425	25,174	Amazon	ditto - „	1858	Mountjoy Pearse	176 8	27 3	15 4	474	562	80	iron, screw.
426	45,028	Elgin	ditto - „	1862	China and Japan Coast and River Steam Navigation Company.	208 3	26 0	14 3	396	555	120	iron, screw.
427	27,561	Czar	ditto - „	1859	Alexander Carnegie	121 8	21 1	10 3	116	184	100	iron.
428	11,089	Oracle	ditto - „	1857	David Oates	92 8	17 2	8 8	27	93	50	iron.
429	24,210	Arno	ditto - „	1850	General Steam Navigation Company	195 7	27 8	16 6	485	621	275	iron, screw.
430	45,001	Neptune	ditto - „	1862	George Fleming	201 2	28 3	16 3	541	659	80	iron, screw.
431	21,368	Admiral Kanaris	ditto - „	1858	E. T. Gourley and others	195 4	34 4	18 7	764	928	90	iron, screw.
432	45,069	Fusi Yama	ditto - „	1862	Hon. H. A. Coventry	214 3	29 3	20 5	711	899	135	iron, screw.
433	26,377	Sydney Hall	ditto - „	1854	Mountjoy Pearse and another	176 1	24 2	15 8	357	461	80	iron, screw.
434	13,620	Alice	ditto - „	1846	Daniel Barker and another	74 0	14 7	8 5	15	60	30	
435	45,074	Flora	ditto - „	1862	Edward Pembroke	161 3	22 5	12 4	190	306	120	iron, screw.
436	29,378	Newsky	ditto - „	1861	R. M. Phillipps	172 5	27 1	12 3	338	425	70	iron, screw.
437	43,825	Peterhoff	ditto - „	1862	Joseph Spence	220 2	29 3	16 9	669	820	90	iron, screw.
438	45,754	Clan Alpine	ditto - „	„	Robert Jardine	288 5	33 1	22 8	942	1,516	400	iron.
439	15,670	Secret	ditto - „	1850	R. D. Ross	96 6	18 3	10 5	45	107	100	
440	10,287	Hamburg	ditto - 1863	1857	General Steam Navigation Company	180 5	25 2	13 6	305	439	90	iron, screw.
441	45,768	Prince Alfred	ditto - „	1862	J. Cawood	100 2	21 2	10 1	83	145	80	iron.
442	45,772	Haullier	ditto - „	„	R. Cory	60 0	12 1	6 1	15	30	25	iron, screw.
443	45,773	Tugwell	ditto - „	„	- ditto	59 9	12 1	6 1	15	30	25	iron, screw.
444	45,781	Fokien	ditto - „	1863	H. J. Dring	142 0	26 2	11 1	146	274	150	iron.
445	28,852	Colocotronis	ditto - „	1860	J. Cunliffe	172 0	22 3	9 5	235	287	60	iron, screw.
446	45,786	Poonah	ditto - „	1862	Peninsular and Oriental Company	334 9	40 9	19 5	1,478	2,152	500	iron, screw.
447	594	Saxon	ditto - „	1854	M. F. Bremer and others	167 0	24 6	15 6	335	395	40	iron, screw.
448	45,793	Sir Harry Parkes	ditto - „	1863	C. Shaw	200 8	29 4	16 5	542	685	110	iron, screw.
449	45,799	Warrior	ditto - „	„	J. Cook and others	94 6	17 6	9 2	41	98	44	iron.
450	47,298	Carnatic	ditto - „	1862	Peninsular and Oriental Company	294 7	38 1	17 6	1,254	1,776	400	iron, screw.
451	47,303	Kate	ditto - „	1863	E. J. Lomnitz	176 7	22 5	12 3	345	455	120	iron, screw.
452	47,310	Auckland	ditto - „	„	Intercolonial Steam Packet Company	212 8	28 0	16 3	533	699	150	iron, screw.

453	6,837	Earl of Aberdeen	ditto	„	1847	General Steam Navigation Company	215	3	28	1	18	3	611	820	380	iron.
454	47,316	Venus	ditto	„	1863	F. Muir	239	5	26	1	10	8	366	530	240	iron.
455	47,339	Hebe	ditto	„	„	ditto	176	5	22	5	12	3	340	449	120	iron.
456	47,340	Seine and Tamise, No. 2	ditto	„	1862	J. H. Baxendale	129	7	25	9	9	6	213	277	40	iron, screw.
457	43,650	Robert Scott	ditto	„	1863	E. T. Hankey	83	2	16	7	9	0	23	75	32	
458	47,351	Renown	ditto	„	„	M. Martin and others	118	0	19	2	9	9	91	163	100	iron.
459	47,356	Prince	ditto	„	„	S. Williams	55	0	12	0	6	5	8	26	25	iron, screw.
460	47,359	City of London	ditto	„	„	C. C. Nelson	114	5	19	1	10	2	66	143	140	iron.
461	47,370	James Joicey	ditto	„	„	J. Joicey and others	200	6	28	1	16	8	536	695	90	iron, screw.
462	47,372	Janet Tennant	ditto	„	„	W. E. Cooke and another	174	5	22	5	7	2	144	206	75	iron.
463	47,374	Yeddo	ditto	„	„	W. R. Adamson and another	171	7	24	7	12	2	294	370	85	iron, screw.
464	47,376	Rangoon	ditto	„	„	Peninsular and Oriental Company	294	9	38	1	17	6	1,253	1,776	430	iron, screw.
465	47,379	Sea Hawk	ditto	„	1839	J. Roberts	176	4	33	1	16	4	316	656	320	
466	28,362	Saxonia	ditto	„	1856	J. L. Hadley and others	162	4	24	3	13	1	243	358	80	iron, screw.
467	15,690	Prince Albert	ditto	„	1842	S. H. Bezland	154	4	19	6	9	2	116	171	21	iron, screw.
468	47,384	Shooey Leen	ditto	„	1863	P. Bell and another	216	0	27	8	16	4	493	659	160	iron, screw.
469	47,391	Mona	ditto	„	„	China and Japan Steam Navigation Company.	188	7	28	3	17	3	542	693	100	iron, screw.
470	43,634	Childe Harold	ditto	„	1862	G. Furness	73	2	14	4	7	7	16	45	30	
471	27,778	Ida	ditto	„	1858	N. M. R. Woodmancy	137	7	20	2	-	-	171	221	50	iron, screw.
472	45,009	La Plata	ditto	„	1862	A. G. Robinson	249	6	30	5	21	9	1,006	1,195	150	iron, screw.
473	47,401	Typhoon	ditto	„	1839	G. W. Bremner and another	166	3	32	4	19	8	316	659	240	
474	47,404	Annette	ditto	„	1863	W. Watkins	108	0	18	0	10	3	44	118	60	iron.
475	19,362	Scotia	ditto	„	1857	G. B. Carr and another	241	2	32	4	20	6	1,021	1,196	120	iron, screw.
476	47,408	Ladoga	ditto	„	1863	C. M. Norwood and others	196	0	29	0	13	5	636	744	80	iron, screw.
477	47,411	Alexandra	ditto	„	„	London, Italian, and Adriatic Steam Navigation Company.	225	8	30	2	18	0	618	813	150	iron, screw.
478	20,778	Asia	ditto	„	1858	G. B. Carr and another	226	0	32	9	20	2	923	1,093	120	iron, screw.
479	29,393	Palikari	ditto	„	1861	ditto	243	8	31	8	19	4	891	1,117	140	iron, screw.
480	47,413	Scotia	ditto	„	1863	Caledonian Steam Towing Company	132	4	21	1	11	8	111	209	100	
481	27,658	Fideliter	ditto	„	1859	Vancouver Coal Mining Company	121	0	18	4	8	5	96	142	40	iron, screw.
482	28,743	Mavrocordatos	ditto	„	1860	G. B. Carr and another	232	8	33	4	19	5	929	1,167	200	iron, screw.
483	47,420	Breeze	ditto	„	1863	London, Chatham, and Dover Railway Company.	190	6	25	2	11	5	195	340	160	iron.
484	47,427	John M'Intyre	ditto	„	„	R. Cory and others	226	0	32	0	16	9	798	985	198	iron, screw.
485	47,428	Elizabeth	ditto	„	„	T. Savin	118	4	19	9	6	4	87	118	30	iron.
486	47,437	George Elliot	ditto	„	„	G. Elliot and another	200	4	28	9	16	6	549	692	110	iron, screw.
487	28,106	Kelpie	ditto	„	1860	Peninsular and Oriental Company	70	6	10	2	6	0	7	24	9	iron, screw.
488	48,510	Clotilda	ditto	„	1863	London, Italian, and Adriatic Steam Navigation Company.	214	1	28	0	16	4	533	707	150	iron, screw.
489	23,272	Powerful	ditto	„	1855	G. B. Carr and another	188	0	27	7	16	5	633	932	120	iron, screw.
490	48,514	Wo Kee	ditto	„	1863	G. Duncan and another	186	5	26	0	14	7	412	526	80	iron, screw.
491	48,515	Yow Yangs	ditto	„	1856	A. G. Robinson and others	185	2	27	9	15	0	474	583	90	iron, screw.
492	17,690	Forth	ditto	„	1855	General Steam Navigation Company	178	0	24	3	13	9	311	401	80	iron, screw.
493	48,520	Wave	ditto	„	1863	London, Chatham, and Dover Railway Company.	190	4	24	7	11	5	195	340	160	iron.
494	48,521	Foam	ditto	„	1862	Frederic Mildred and another	225	0	26	7	13	8	293	497	240	iron.
495	48,519	Ellen Sinclair	ditto	„	1863	J. O. Phillips and others	189	1	27	5	16	3	505	632	90	iron, screw.
496	48,525	Ceres	ditto	„	„	F. Muir	175	4	23	5	12	4	270	375	120	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865; &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
497	48,528	City of Petersburg	London - 1863	1863	G. Campbell	228 6	25 2	13 5	426	601	250	iron.
498	48,543	Otago	ditto - ,,	,,	Intercolonial Steam Packet Company	236 0	26 8	15 6	457	645	150	iron, screw.
499	48,551	John Liddell	ditto - ,,	,,	J. Liddell and others	196 9	28 0	16 9	562	699	90	iron, screw.
500	48,554	Scylla	ditto - ,,	1857	R. G. Coleman	192 7	29 6	14 1	233	529	350	screw.
501	48,553	Wave Queen	ditto - ,,	1863	A. Wilson and another	211 8	26 1	16 2	464	622	100	iron, screw.
502	22,542	Midge	ditto - ,,	1858	W. J. Dunsford	97 2	18 0	9 4	56	98	24	screw.
503	48,556	Fanny Lambert	ditto - ,,	1863	R. Cory and others	201 0	28 1	16 8	537	699	90	iron, screw.
504	48,559	Aziz	ditto - ,,	,,	S. O. Pitzipios	171 8	24 7	12 2	320	403	80	iron, screw.
505	11,872	Orwell	ditto - ,,	1839	George Fleming	148 6	22 2	9 5	103	192	80	iron.
506	48,563	Alexandra	ditto - ,,	1863	London and North Western Railway Company	226 6	28 3	16 0	546	772	320	iron.
507	48,566	Index	ditto - ,,	,,	E. P. Stringer and another	208 8	25 7	11 5	362	469	160	iron
508	48,567	Lady Elgin	ditto - ,,	1847	G. H. Harrington and another	145 0	23 2	14 3	197	323	160	
509	48,568	Syria	ditto - ,,	1863	Peninsular and Oriental Company	312 5	36 0	18 5	1,420	1,932	450	iron.
510	48,575	Golconda	ditto - ,,	,,	- - ditto	314 5	38 3	18 7	1,253	1,909	400	iron, screw.
511	48,589	Alexandra	ditto - ,,	,,	M. Martin and others	94 2	17 6	9 8	60	124	50	iron.
512	48,590	Alford	ditto - ,,	,,	W. Mort	216 0	28 2	16 9	638	771	90	iron, screw.
513	48,597	Emily	ditto - ,,	,,	W. Boyle	181 0	22 4	12 1	253	355	80	iron, screw.
514	48,600	Blonde	ditto - ,,	,,	General Iron Screw Collier Company	177 2	28 4	15 3	497	610	80	iron, screw.
515	48,646	Tim Sin	ditto - ,,	,,	G. Barnet and another	241 3	26 0	12 8	611	774	140	iron.
516	9,531	Rose	ditto - ,,	1851	D. Macgregor	125 3	18 4	9 3	68	129	70	
517	48,648	Minnie	ditto - ,,	1863	W. Boyle	181 1	22 4	12 1	254	356	80	iron, screw.
518	26,402	Melbourne	ditto - ,,	1849	E. Gellatly and others	222 3	37 3	22 8	899	1,636	260	iron, screw.
519	48,649	Vivid	ditto - 1864	1863	James Walter and others	89 0	17 8	9 2	24	89	50	iron.
520	7,624	Prince Kung	ditto - ,,	1837	W. H. F. Elliott	112 0	21 4	11 7	135	210	70	
521	48,653	Despatch	ditto - ,,	1864	Richard Cory	200 5	28 1	16 9	562	728	90	iron, screw.
522	48,655	Annie	ditto - ,,	,,	Francis Mair	175 5	23 3	12 4	264	370	120	iron, screw.
523	48,660	Princess	ditto - ,,	,,	F. B. Sheppard	164 8	22 7	- -	146	230	100	iron.
524	48,661	Sahara	ditto - ,,	1863	Thomas Stephens and another	238 4	32 2	17 0	1,073	1,316	200	iron, screw.
525	48,662	Smyrna	ditto - ,,	1864	W. E. MacAndrew	299 3	31 2	24 5	1,625	1,793	150	iron, screw.
526	48,665	Baroda	ditto - ,,	,,	Peninsular and Oriental Steam Navigation Company.	309 3	38 1	18 5	1,232	1,874	400	iron, screw.
527	48,666	Delhi	ditto - ,,	,,	- - ditto	313 3	38 0	18 5	1,332	1,899	400	iron, screw.
528	48,668	North Heath	ditto - ,,	,,	William Boyle	229 9	25 0	13 4	343	541	300	iron.
529	48,674	Magnetic	ditto - ,,	1863	W. Sandford and others	80 8	16 6	9 0	21	78	92	iron.
530	48,675	Goolwa	ditto - ,,	1864	Frederick Levi	130 0	21 1	10 3	139	214	90	iron.
531	48,678	Kate	ditto - ,,	,,	J. C. Wilson	145 4	21 2	6 3	104	147	60	iron.
532	48,679	Vanderbye	ditto - ,,	,,	Lundy Granite Company (Limited)	98 3	16 1	8 1	56	78	35	iron, screw.
533	48,684	Far East	ditto - ,,	,,	Duncan Fletcher and others	235 4	33 9	20 4	1,062	1,259	150	iron, screw.
534	43,593	Elfin	ditto - ,,	1861	William Newcomb and others	61 2	13 0	5 7	16	30	14	iron, screw.

535	45,154	Black Duck	ditto	„	1863	T. E. Smith and others	177	3	26	6	16	0	489	612	70	iron, screw.
536	48,691	No. Seven	ditto	„	1864	Benjamin Fothergill	128	6	19	9	7	2	68	153	45	iron, screw.
537	48,692	No. Eight	ditto	„	„	ditto	128	7	19	9	7	2	68	153	45	iron, screw.
538	48,698	Edith	ditto	„	„	Donald Macgregor	174	1	25	1	14	2	239	437	200	iron, screw.
539	45,055	Justitia	ditto	„	1862	London, Italian and Adriatic Steam Navigation Company.	201	3	29	1	17	2	616	783	120	iron, screw.
540	48,700	Helen	ditto	„	1864	William Boyle	230	2	25	9	13	5	343	539	300	iron.
541	48,703	Lybia	ditto	„	„	Thomas Stephens and another	234	3	32	2	16	9	1,044	1,283	200	iron, screw.
542	28,215	Heron	ditto	„	1860	General Steam Navigation Company	210	2	27	1	14	1	424	624	150	iron, screw.
543	12,586	Albert	ditto	„	1856	Thames Steam Tug Company	92	3	16	1	7	6	58	85	24	iron, screw.
544	48,713	Teen Chang	ditto	„	1863	China and Japan Steam Navigation Company	131	5	22	1	10	3	130	182	90	iron.
545	16,720	Douro	ditto	„	1850	Daniel Barker and others	95	8	18	7	9	8	70	102	56	
546	48,715	Esther	ditto	„	1864	Arthur Anderson	152	0	22	2	12	2	123	191	70	iron, screw.
547	48,717	Annie	ditto	„	„	F. G. Westmoreland and another	188	2	24	0	12	8	330	430	110	iron, screw.
548	48,718	Jorawur	ditto	„	„	John Fleming	124	9	19	7	10	6	101	184	100	iron.
549	28,941	Garland	ditto	„	1846	R. J. Brown	20	2	21	8	9	6	225	302	120	
550	45,954	Conqueror	ditto	„	1863	E. T. Hankey	111	6	18	6	9	6	37	118	65	iron.
551	48,721	Interloper	ditto	„	1864	Robert Thurburn	153	0	24	8	14	9	191	205	200	iron.
552	48,722	Atalanta	ditto	„	„	George Sutherland	202	7	23	6	12	5	253	380	200	iron, screw.
553	48,725	Thomas Lea	ditto	„	„	Richard Cory and others	179	7	28	1	17	2	487	630	80	iron, screw.
554	12,874	Antagonist	ditto	„	1857	William Watkins and others	91	6	17	0	8	8	36	54	50	iron.
555	48,730	Dumbarton	ditto	„	1864	T. A Gibb	250	0	35	5	22	0	944	1,462	300	iron.
556	48,728	Eastern Province	ditto	„	„	William Gray and others	199	8	28	9	16	3	623	784	120	iron, screw.
557	48,910	Ahuriri	ditto	„	„	J. W. M'Laren	127	1	20	1	9	6	131	184	50	iron, screw.
558	21,891	Great Eastern	ditto	„	1858	Great Eastern Steam Ship Company (Limited)	679	6	82	8	31	6	13,344	18,915	2,600	iron, screw & paddle.
559	48,740	Alexandra	ditto	„	1864	James Stuart	157	1	25	1	14	6	125	238	200	iron.
560	48,743	Johore	ditto	„	„	W. W. Ker	110	0	19	0	7	2	75	115	60	iron.
561	48,745	Mary Celestia	ditto	„	„	James Cameron	221	0	22	1	10	4	207	319	140	iron.
562	48,746	Hawk	ditto	„	„	T. S. Begbie	241	8	28	1	15	2	530	711	150	
563	48,747	Vulcan	ditto	„	„	China and Japan Navigation Company	131	5	22	1	10	2	130	198	90	iron.
564	48,690	Coria	ditto	„	„	Peninsular and Oriental Company	226	8	27	0	15	4	411	610	200	iron, screw.
565	49,902	Pioneer	ditto	„	„	F. H. Trevithick	85	5	14	8	6	1	39	62	30	iron, screw.
566	24,886	Vigilant	ditto	„	1855	E. F. Bird	160	7	22	1	11	5	173	283	60	iron, screw.
567	49,903	Ivanhoe	ditto	„	1864	William Boyle	201	4	20	1	9	5	173	266	120	iron.
568	49,904	Rambler	ditto	„	„	D. S. Mitchell	100	0	18	0	9	4	30	109	56	iron.
569	49,907	Calabar	ditto	„	„	African Steam Ship Company (Limited)	260	5	31	4	19	2	816	1,122	250	iron, screw.
570	49,912	Virgin	ditto	„	„	European Trading Company (Limited)	220	2	24	2	10	9	291	423	180	iron.
571	49,914	J. R. Hinde	ditto	„	„	Richard Cory and others	198	7	28	0	17	4	574	740	90	iron, screw.
572	49,916	Lizzie	ditto	„	„	William Malings	229	4	20	0	8	1	153	245	160	iron.
573	49,917	Kaffraria	ditto	„	„	William Gray and others	200	2	28	9	16	2	624	779	120	iron, screw.
574	49,918	Redgauntlet	ditto	„	„	William Boyle	201	4	21	1	9	5	173	266	120	iron.
575	49,920	Onega	ditto	„	„	C. M. Norwood	203	0	30	6	14	4	673	856	80	iron, screw.
576	45,563	Stella	ditto	„	„	E. W. Edwards	117	9	17	8	9	3	70	110	50	iron, screw.
577	50,003	Thames	ditto	„	„	British Colonial Steam Ship Company (Limited).	254	7	32	3	24	7	1,090	1,377	170	iron, screw.
578	47,429	Latona	ditto	„	1863	Indian Steam Navigation Company (Limited)	212	0	28	2	16	9	534	699	99	iron, screw.
579	44,848	Europa	ditto	„	1862	London Steam Navigation Company (Limited)	206	5	26	1	17	2	498	666	90	iron, screw.
580	50,005	Derwent	ditto	„	1864	James Alexander	196	0	25	3	13	3	351	478	120	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
581	50,009	Glengyle	London 1864	1864	Robert Jardine	197 3	38 3	14 8	1,265	1,933	400	iron.
582	50,010	May Queen	ditto „	„	General Iron Screw Collier Company (Limited)	177 0	28 2	15 5	478	596	80	iron, screw.
583	50,013	Medora	ditto „	„	London Steam Navigation Company (Limited)	201 3	28 0	17 4	588	769	90	iron, screw.
584	50,020	Zealous	ditto „	„	Great Eastern Railway Company	230 0	27 1	11 8	455	613	220	iron.
585	50,023	Evelyn Mary	ditto „	„	T. E. Smith and others	181 9	27 0	15 6	460	569	70	iron, screw.
586	50,024	Transit	ditto „	„	Isle of Wight Ferry Company	99 5	18 0	7 8	47	83	92	iron.
587	50,026	Charles Capper	ditto „	„	Charles Capper	200 0	27 9	17 6	582	754	90	iron, screw.
588	50,027	Venetia	ditto „	„	London, Italian and Adriatic Steam Navigation Company (Limited).	223 0	29 5	16 3	575	755	150	iron, screw.
589	50,028	Adria	ditto „	„	- - ditto	219 1	29 5	17 3	624	795	150	iron, screw.
590	50,029	Dijleh	ditto „	„	Euphrates and Tigris Steam Navigation Company.	185 6	25 0	5 6	243	299	70	iron.
591	49,746	Iron King	ditto „	„	Thomas Brassey	42 0	115 0	9 7	42	115	60	iron.
592	45,014	Beacon	ditto „	1862	Corporation of the Trinity House	146 9	22 2	12 5	181	262	120	iron.
593	50,032	Alexandra	ditto „	1864	South Eastern Railway Company	211 8	23 9	11 5	219	360	220	iron.
594	50,039	Egmont	ditto „	„	Panama, New Zealand and Australian Royal Mail Company (Limited).	173 0	25 3	12 2	309	401	80	iron, screw.
595	47,399	Aurora	ditto „	1863	London Steam Navigation Company (Limited)	210 8	28 3	17 0	533	698	99	iron, screw.
596	45,008	Fortuna	ditto „	1862	- - ditto	206 5	26 1	17 2	497	666	90	iron, screw.
597	50,504	Fire Queen	ditto „	1864	John W. Cater and another	317 4	47 0	14 0	2,886	3,801	1,400	
598	48,924	Agnes E. Fry	ditto „	„	James Cameron	236 8	25 2	13 5	372	560	240	iron.
599	50,051	Pluto	ditto „	1863	J. W. Cater	101 0	21 0	13 6	27	134	180	
600	50,050	Rio de la Plata	ditto „	1864	Henry Bruce and another	212 8	25 2	9 5	356	483	150	iron.
601	50,053	Harwich	ditto „	„	Great Eastern Railway Company	215 0	27 0	17 6	550	750	220	iron.
602	50,054	Lady Stirling	ditto „	„	T. S. Begbie	241 0	26 0	13 4	417	616	300	iron.
603	50,056	Virginia	ditto „	„	James Cameron	230 0	27 1	11 8	456	614	220	iron.
604	50,059	Ipswich	ditto „	„	Great Eastern Railway Company	120 3	15 0	6 9	64	87	40	iron.
605	50,060	Luna	ditto „	„	John Harbottle	170 1	24 0	8 5	163	252	120	iron.
606	50,064	Dagmar	ditto „	„	James Stuart	157 2	25 1	14 6	141	366	200	iron.
607	50,065	General Lee	ditto „	„	G. Fleming	186 9	28 6	16 6	488	643	120	iron, screw.
608	37,038	Vulcan	ditto „	1863	J. W. Cater	130 2	24 9	12 3	123	193	190	screw.
609	50,069	Charlotte	ditto „	1864	E. P. Stringer	226 3	28 2	13 0	403	632	200	iron.
610	50,073	Norse	ditto „	„	William Hockly and others	91 5	17 0	8 9	27	82	40	iron.
611	50,074	Lallah Rookh	ditto „	„	S. D. Sassoon	172 9	20 1	8 5	163	237	100	iron.
612	50,075	Rosa Eliza	ditto „	1850	J. B. R. Langford	137 0	23 0	12 8	227	286	60	iron, screw.
613	50,076	Orwell	ditto „	1864	Edward Joicey and others	179 8	28 0	17 2	486	628	80	iron, screw.
614	50,077	Marmion	ditto „	„	J. R. Young	201 4	20 0	9 5	174	266	120	iron.
615	19,200	Pleiades	ditto „	1858	William Ray	84 3	17 0	8 9	16	78	40	iron.
616	50,079	Scotia	ditto „	1864	Caledonian Steam Towing Company	127 0	20 8	11 8	98	199	100	

617	50,082	Stour	London	1864	1864	Great Eastern Railway Company	120	5	15	0	6	9	64	86	40	iron.
618	50,083	Rainbow	ditto	„	„	- - ditto	90	0	18	5	9	9	44	112	60	iron.
619	50,086	Enterprise	ditto	„	„	Robert Thurburn	152	7	24	7	15	0	180	384	200	iron.
620	50,087	Promise	ditto	„	1863	John W. Cater	160	0	29	5	13	5	444	262	180	
621	50,088	Tararua	ditto	„	1864	Panama, New Zealand, and Australian Royal Mail Company (Limited).	222	6	28	0	16	2	523	692	155	iron, screw.
622	50,090	Mermaid	ditto	„	„	General Steam Navigation Company	199	4	27	9	17	5	578	745	90	iron, screw.
623	50,093	Stork	ditto	„	„	- - ditto	229	7	29	0	16	4	561	781	200	iron, screw.
624	50,098	Helen Denny	ditto	„	„	J. R. Young	212	8	25	5	12	0	295	483	180	iron.
625	50,100	Kenilworth	ditto	„	„	- - ditto	201	4	20	1	9	5	174	266	120	iron.
626	50,096	Strelna	ditto	„	„	C. M. Norwood and others	202	6	30	6	14	3	664	858	90	iron, screw.
627	50,102	Vulture	ditto	„	„	European Trading Company (Limited)	242	0	25	7	10	6	335	482	200	iron.
628	50,103	Iona	ditto	„	„	T. S. Carroll	146	5	22	1	12	4	220	297	60	iron, screw.
629	50,104	Vixen	ditto	„	„	European Trading Company (Limited)	224	7	26	0	9	6	305	433	180	iron.
630	47,354	Hansa	ditto	„	1858	Maurice Grant	209	7	22	2	12	1	345	471	180	iron.
631	2,370	Pilot	ditto	„	1854	W. H. Thomson and another	106	9	18	4	7	9	79	122	60	iron.
632	50,114	London	ditto	„	1864	C. H. Wigram and others	267	2	35	9	24	1	1,429	1,752	200	iron, screw.
633	4,610	Malakoff	ditto	„	1851	Thomas Jackson	193	6	25	1	13	3	373	593	240	iron.
634	24,794	City of Paris	ditto	„	1850	- - ditto	165	7	22	7	12	4	255	345	140	iron.
635	5,305	Courier	ditto	„	„	- - ditto	178	6	27	4	12	1	279	374	135	iron.
636	27,780	Milford Haven	ditto	„	1859	- - ditto	71	0	15	1	6	1	18	36	25	iron, screw.
637	20,592	Long Ditton	ditto	„	1857	- - ditto	68	2	11	7	7	0	14	33	15	screw.
638	50,117	Lara	ditto	„	1864	John Penn	137	7	17	1	7	6	57	94	50	iron.
639	21,480	White Squall	ditto	„	1860	H. Bake and another	100	0	15	2	6	5	54	64	20	iron, screw.
640	50,121	Maas	ditto	„	1864	General Steam Navigation Company	234	9	27	2	14	5	551	692	180	iron.
641	47,440	Pelican	ditto	„	1863	John Harbottle	187	5	24	0	12	8	383	429	110	iron, screw.
642	50,129	Medea	ditto	„	1864	B. Hepenstal	93	3	13	4	7	3	34	58	24	iron.
643	50,130	Amphion	ditto	„	1847	H. A. Coffey and others	184	6	43	4	20	7	734	1,289	300	screw.
644	50,131	Marie	ditto	„	1863	M. F. Bremer and others	190	5	24	0	-	-	383	511	92	iron, screw.
645	50,137	Nyanza	ditto	„	1864	Peninsular and Oriental Company	327	3	36	2	19	5	1,481	2,082	450	iron.
646	50,126	St. Laurence	ditto	„	„	British Colonial Steam Ship Company (Limited).	255	8	32	4	17	2	1,116	1,398	170	iron, screw.
647	50,140	Whisper	ditto	„	„	E. L. Goulburn	252	2	27	1	12	8	438	627	260	iron.
648	25,109	Brazilian	ditto	„	1862	British and South American Steam Navigation Company (Limited).	274	8	37	7	-	-	1,395	1,942	300	iron, screw.
649	25,132	Bolivian	ditto	„	1853	- - ditto	272	6	37	3	-	-	1,366	1,904	300	iron, screw.
650	45,950	Peruvian	ditto	„	1863	- - ditto	281	1	28	1	22	0	1,713	2,245	300	iron, screw.
651	50,144	Rotterdam	ditto	„	1864	Great Eastern Railway Company	215	1	27	0	17	6	557	757	220	iron.
652	50,147	Maude Campbell	ditto	„	„	E. P. Stringer and another	226	3	28	2	13	0	403	631	200	iron.
653	45,045	Prince of Hesse	ditto	„	1848	William Hockley and another	75	0	15	8	8	3	21	37	130	
654	50,152	America	ditto	„	1863	G. J. Goschen	130	6	17	0	5	0	83	–	60	iron.
655	50,153	Alemania	ditto	„	„	- - ditto	130	7	17	0	5	0	83	–	60	iron.
656	15,987	Ursa Major	ditto	„	1856	T. J. W. Fleming	90	3	17	2	9	3	21	82	45	
657	49,640	Macgregor	ditto	„	1864	Caledonian Steam Towing Company	103	7	19	9	10	1	53	134	74	iron.
658	50,156	Conqueror	ditto	„	„	John Cook and others	122	3	20	6	10	1	92	173	75	iron.
659	50,157	Rattlesnake	ditto	„	„	Edwin L. Goulburn	201	8	24	4	12	5	259	432	200	iron, screw.
660	50,159	Viper	ditto	„	„	George Wigg	225	0	26	0	9	6	309	436	180	iron.
661	50,161	Ephesus	ditto	„	„	W. E. Mac Andrew	300	3	32	4	24	6	1,638	1,813	150	iron, screw.
662	50,163	Eider	ditto	„	„	Royal Mail Steam Packet Company	296	0	32	1	16	2	1,144	1,564	300	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
663	50,166	Mallorca	London - 1864	1864	J. Scott Russell	218 4	26 3	14 0	373	522	120	iron.
664	50,167	Witch	ditto - „	„	George Fleming	- -	- -	- -	161	249	150	iron.
665	50,169	Sea King	ditto - „	„	C. C. Nelson	117 8	19 5	10 3	78	157	140	iron.
666	50,170	Octavia	ditto - „	„	T. S. Begbie	235 7	29 7	17 2	678	869	180	iron, screw.
667	50,004	City of Richmond	ditto - „	„	E. L. Goulburn	230 2	27 1	11 8	456	614	220	iron.
668	50,174	Stanley	ditto - „	„	London and North Western Railway Company	239 2	29 1	14 9	476	715	330	iron.
669	16,224	Express	Aberystwith 1862	1857	Aberystwith and Cardigan Bay Steam Packet Company.	117 8	19 2	8 0	108	130	32	iron, screw.
670	26,843	Queen of the Isles	ditto - „	1860	W. S. Crealock	116 0	20 4	10 0	106	156	40	steel, screw.
671	48,925	Prince Cadwgaw	ditto - 1864	1864	Aberayron Steam Navigation Company (Limited).	109 5	19 0	7 7½	81	110	36	iron, screw.
672	28,992	Cricket	ditto - „	1860	W. S. Crealock	98 9	15 6	7 1	50	79	20	iron, screw.
673	4,376	Newcastle	Arundel - 1858	1824	W. Nutter and another	89 8	15 7	9 4	32	77	40	
674	29,676	Waterlily	Barnstaple 1863	1863	A. Crawforth	56 4	9 3	5 3	8	15	12	screw.
675	18,755	Tweed	Berwick - 1859	1859	Berwick Harbour Commissioners	74 4	17 1	9 5	11	67	33	
676	26,873	Cumbrian	Boston - „	„	J. H. Thomas and others	83 6	15 9	8 8½	16	66	30	
677	27,146	Lioness	ditto - 1860	1858	Joseph Wren	80 2	16 3	8 0	18	60	30	
678	10,933	*Rapid	Bridgwater 1853	1838	Hercules Towells	64 3	14 4	7 9	8	54	31	
679	10,932	*Perseverance	ditto - „	1840	John Towells and others	69 3	16 1	8 0	13	74	36	iron.
680	11,542	Defiance	ditto - 1863	1856	Burnham Tidal Harbour Company	152 3	18 0	8 3	96	150	80	iron.
681	45,599	Petrel	ditto - 1864	1863	G. B. and T. N. Sully	81 5	17 2	9 1	22	70	30	
682	22,090	Heather Bell	ditto - „	1858	Burnham Tidal Harbour Company	135 5	18 1	8 3	95	152	60	iron.
683	3,826	Wye	Bristol - 1843	1843	John Jones and others	100 1	15 9	7 9	38	83	64	
684	16,309	Fairy Queen	ditto - 1850	1850	John Jones and another	101 4	14 8	7 0	33	57	45	iron, screw.
685	3,805	Juverna	ditto - 1856	1847	Bristol General Steam Navigation Company	190 9	29 9	14 0	272	515	300	iron.
686	3,955	Dart	ditto - „	1849	- - ditto	124 4	18 9	8 5	56	113	58	iron.
687	14,351	Taff	ditto - „	1856	- - ditto	142 2	18 1	8 6	94	148	90	iron.
688	3,808	Princess Royal	ditto - „	1850	- - ditto	125 7	17 4	9 4	69	126	90	iron, screw.
689	15,229	Augusta	ditto - 1857	1857	F. H. Powell & Co.	144 4	21 4	13 5	189	278	50	iron, screw.
690	15,236	Ely	ditto - „	„	Bristol General Steam Navigation Company	157 0	19 3	9 4	119	189	120	iron.
691	18,580	Clifton	ditto - „	„	J. Nash and others	198 5	24 5	13 8	304	447	100	iron, screw.
692	18,581	Neptune	ditto - „	1844	Bristol General Steam Navigation Company	102 0	19 1	9 8	29	130	80	iron.
693	3,944	Avon	ditto - „	„	New Steam Packet Company	122 5	16 3	8 0	51	103	60	iron, screw.
694	3,947	Severn	ditto - „	„	- - ditto	117 4	16 4	8 0	43	91	50	iron, screw.
695	22,098	Gem	ditto - 1858	1858	Harman, Visger and others	50 9	10 6	5 5	5	11	17	iron, screw.
696	27,326	Jane	ditto - 1859	1859	John Payne	66 8	10 4	5 9	11	27	30	screw.
697	14,368	Atlas	ditto - 1860	1854	Bristol General Steam Navigation Company	98 1	17 7	9 8	17	100	70	
698	3,834	Samson	ditto - „	1838	- - ditto	75 9	16 4	8 6	46	74	55	

699	3,835	Hercules	Bristol	1860	1838	Bristol General Steam Navigation Company	71	9	16	6	8	5	37	58	40	
700	3,833	Sampson	ditto	„	1841	- - ditto	82	8	16	8	8	0	43	68	40	
701	3,830	Tiger	ditto	„	„	- - ditto	77	5	16	7	9	4	50	79	45	
702	3,837	Lion	ditto	„	1836	- - ditto	72	8	17	2	8	5	39	61	40	
703	3,832	Royal Albert	ditto	„	1851	- - ditto	83	8	15	9	8	7	37	59	45	
704	3,831	Panther	ditto	„	1847	- - ditto	82	8	16	1	8	3	41	64	45	
705	3,827	Fearless	ditto	„	1853	- - ditto	88	1	18	6	9	5	56	89	45	
706	29,213	Enterprize	ditto	„	1860	S. Steeds and another	84	1	16	0	8	0	70	97	25	iron, screw.
707	26,808	Athlete	ditto	1861	1855	R. C. Rowe and others	159	5	23	4	13	9	255	356	80	iron, screw.
708	29,215	Ajax	ditto	„	1861	Bristol General Steam Navigation Company	98	1	19	1	9	0	49	124	80	iron.
709	29,217	Wye	ditto	„	„	Jones, Jones and others	116	5	17	0	7	0	54	108	50	iron.
710	44,102	Milford	ditto	„	„	Bristol General Steam Navigation Company	91	6	19	2	7	3	68	85	25	iron, screw.
711	44,109	Alarm	ditto	1862	1862	- - ditto	59	3	9	0	7	0	7	21	24	iron, screw.
712	44,110	Dolphin	ditto	„	1861	- - ditto	63	5	11	8	7	7	10	32	30	iron, screw.
713	27,323	Teazer	ditto	„	1853	- - ditto	59	2	7	7	4	5	12	17	14	screw.
714	44,114	Apollo	ditto	„	1862	- - ditto	234	1	26	2	14	2	591	760	250	iron.
715	11,409	Forager	ditto	„	„	John Payne	84	8	18	4	8	2	69	85	16	screw.
716	27,128	Gem	ditto	1863	1858	Leonard Bruton	122	0	18	0	7	8½	63	100	50	iron.
717	2,373	President	ditto	„	1839	J. Habgood, jun.	114	4	21	4	11	4	113	179	100	
718	45,374	Relief	ditto	„	1862	Bristol and South Wales Union Railway Company.	117	6	19	6	10	1	94	163	70	iron.
719	44,786	Briton	ditto	1864	„	Bristol General Steam Navigation Company	175	7	24	1	11	6½	229	349	150	iron.
720	17,196	Corsair	ditto	„	1857	John Edwards and others	150	1½	22	2½	12	0	179	264	60	iron, screw.
721	45,721	Old Dominion	ditto	„	1864	George Campbell	227	8	26	2	14	2	519	703	240	iron.
722	45,723	Christopher Thomas	ditto	„	„	Leonard Bruton	132	0	20	2	8	0	97	159	100	iron.
723	50,343	The Perthshire Lassie	ditto	„	„	Bristol General Steam Navigation Company	124	0	21	0	12	7½	161	230	50	iron, screw.
724	19,778	Effort	ditto	„	„	R. C. King	84	2	18	6	8	9	73	91	15	screw.
725	45,725	Emma	ditto	„	1862	John Payn	52	8	11	1	6	3	7	22	20	iron, screw.
726	10,191	*Vesta	Caernarvon	1848	1848	Lord Newborough	114	0	20	4	12	2	88	175	70	
727	12,377	*Victoria	ditto	1854	1854	F. A. Tampler	53	3	8	6	4	9	11	18	40	
728	28,619	Wave of Life	ditto	1862	1860	Portmadoc Steam Tug Company	87	1	16	9	9	3	22	77	35	
729	27,733	Rebecca	ditto	1864	1859	Caernarvonshire and Merionethshire Steam Ship Company (Limited).	136	2	19	1	10	4	138	203	40	iron, screw.
730	10,689	*Cardiff Castle	Cardiff	1847	1847	Cardiff Steam Tug Company	76	9	17	0	10	0	22	91	60	
731	10,694	*Christina Sinclair	ditto	1850	1845	- - ditto	77	0	15	2	9	0	25	60	45	
732	3,994	Taliesin	ditto	„	1842	Cardiff Steam Navigation Company	114	4	16	5	9	1	72	145	80	
733	12,599	Storm King	ditto	1860	1857	Thomas Elliott and another	92	0	17	9	9	0	17	91	55	
734	27,204	Black Eagle	ditto	„	1847	- - ditto	90	8	19	0	9	9	23	102	80	
735	6,227	Star	ditto	„	1852	Joseph Hazell	85	4	16	3	6	3	15	70	40	
736	28,149	Velindra	ditto	1861	1860	Cardiff Steam Navigation Company	158	4	19	1	9	1	125	198	100	
737	19,374	Lady Bute	ditto	„	1857	R. H. Michell	74	0	16	7	9	2	15	64	50	
738	18,876	Night Watch	ditto	„	1859	Thomas Elliott	83	7	16	9	9	1	13	72	35	
739	28,599	Black Eagle	ditto	„	1861	Nicholas Strong and others	87	4	18	3	9	5	22	88	40	
740	4,473	Mary	ditto	„	1851	Cardiff Steam Navigation Company	95	0	9	0	9	1	18	29	9	iron.
741	26,746	Taff	ditto	1862	1841	James Ware	82	1	18	5	6	9	62	81	25	iron, screw.
742	21,276	Gleaner	ditto	„	1858	John Brown and others	71	0	14	0	7	0	9	42	20	
743	29,101	Rifleman	ditto	1863	1860	D. Guy and others	77	5	15	2	8	3	13	53	28	
744	44,257	Severn	ditto	„	1862	Bristol Channel Steam Towing Company	85	6	17	4	9	2	39	98	60	iron.
745	28,339	Tubal Cain	ditto	„	1860	N. Strong and others	74	0	16	3	8	4	16	57	25	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	——
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
746	27,059	Swift	Cardiff - 1863	1841	J. H. Insole	95 2	17 9	6 6	63	82	23	iron, screw.
747	28,864	Gratitude	ditto - „	1860	Jonas Haines and others	78 2	16 5	8 8	13	69	36	
748	28,575	John Bull	ditto - „	„	W. Gwynn and others	75 3	15 4	8 0	16	54	20	
749	21,742	Vanguard	ditto - 1864	1858	Nicholas Strong and others	85 8	16 0	9 0	7	72	31	
750	16,689	United States	ditto - „	1856	Cardiff and Penarth Steam Towing Company (Limited).	82 6	18 3	10 0	4	98	60	iron.
751	18,587	Iron Duke	ditto - „	1857	- - ditto	112 2	18 0	9 0	47	121	100	iron.
752	19,373	Marquis	ditto - „	1855	- - ditto	94 5	18 5	9 0	12	100	80	iron.
753	19,371	Ely	ditto - „	1858	- - ditto	80 4	16 0	9 0	9	69	35	iron.
754	18,589	Pilot	ditto - „	1857	- - ditto	96 5	18 0	10 4	15	109	60	iron.
755	43,759	Fear Not	ditto - „	1861	W. H. Martin	73 9	15 3	8 1	15	51	26	
756	20,139	Nimrod	ditto - „	1857	Frederick Allen and others	85 1	17 2	9 1	13	73	40	
757	49,747	Bob Chambers	ditto - „	1864	Peter Gibbs and others	90 2	18 9	9 2	28	85	40	
758	10,690	William	ditto - „	1847	Cardiff and Penarth Steam Towing Company (Limited).	78 4	16 0	8 0	14	58	45	
759	16,212	Silloth	Carlisle - 1856	1856	Richard Hodgson	154 4	21 3	11 9	199	292	68	iron, screw.
760	12,636	Cumbria	ditto - 1862	1854	- - ditto	182 0	22 7	12 5	306	383	70	iron, screw.
761	3,053	Ariel	ditto - „	1847	John Tod	173 3	23 8	13 2	206	417	190	iron.
762	45,604	Arabian	ditto - 1863	1863	Richard Hodgson	87 6	18 2	9 5	27	89	36	
763	19,074	Waverley	ditto - 1864	1864	G. R. Stephenson	220 0	26 0	13 4	250	519	300	iron.
764	19,075	Carham	ditto - „	„	Richard Hodgson and others	141 8	20 5	8 5	105	159	60	iron.
765	16,319	*Alma	Chepstow - 1855	1855	W. C. Smith and others	105 2	18 1	7 4	115	132	20	iron.
766	27,009	*Cymro	Chester - 1848	1848	Great Western Railway Company	74 9	14 9	7 9	36	70	33	
767	27,018	*Test	ditto - 1853	1853	- - ditto	76 8	15 2	8 8	23	73	32	
768	27,003	Hibernia	ditto - 1854	1847	London and North Western Railway Company	197 3	25 6	14 1	282	486	370	iron.
769	24,205	*Royal Victoria	ditto - 1855	1838	James Johnson	106 8	14 1	7 3	54	96	65	iron.
770	23,183	Sea Nymph	ditto - 1857	1845	London and North Western Railway Company	206 3	28 8	15 6	248	608	350	iron.
771	7,897	Telegraph	ditto - „	1853	- - ditto	244 6	28 3	15 0	375	766	440	iron.
772	8,659	Cambria	ditto - 1860	1848	- - ditto	244 4	27 4	14 6	469	744	400	iron.
773	28,050	Admiral Moorsom	ditto - 1861	1860	- - ditto	219 0	30 0	15 1	470	746	400	iron.
774	21,260	*Premier	Clay - 1838	1837	R. Marriott and others	63 4	14 0	7 7	12	49	30	iron.
775	21,221	*Economy	ditto - 1853	1838	James Chapman and others	62 1	13 8	7 6	18	50	25	
776	19,583	Valetta	Cowes - 1859	1855	Louis Twysden	104 3	12 5	6 8	33	58	35	iron.
777	29,096	Victoria	ditto - 1861	1860	Ryde Quay Company	63 3	13 2	5 6	23	36	16	iron.
778	17,597	Fire Fly	ditto - „	1857	Sir Henry Oglander, Bart.	107 9	21 3	11 3½	124	159	—	
779	24,483	Gareloch	ditto - 1863	1855	Isle of Wight Ferry Company	146 2	14 0	6 4½	42	66	50	iron.
780	45,569	Campanera	ditto - „	1863	Sir J. B. Guest, Bart.	109 0	21 1	11 0	83	125	35	screw.
781	28,099	Nora Creina	ditto - 1864	1859	David Gamble	89 0	16 0	8 3	38	69	16	iron, screw.
782	17,881	Dartmouth	Dartmouth 1856	1856	R. M. Mortimore	85 3	12 0	5 4	31	42	20	iron.

783	17,882	Louisa - - -	ditto -	„	„	Dartmouth Steam Packet Company - -	90	2	9	1	3	6	22	35	10	iron.
784	17,886	Kingsbridge Packet -	ditto -	1857	1857	Robert Hurrell and others - - - -	77	8	18	9	8	3	43	69	32	
785	2,124	Pilot - - -	ditto -	1858	1852	Dartmouth Steam Packet Company - -	84	8	17	9	9	5	26	101	49	
786	29,516	Queen - - -	ditto -	1861	1860	W. H. Prowse and others - - - -	59	3	11	6	4	2	11	18	10	
787	47,881	Newcomin - -	ditto -	1864	1864	Dartmouth Steam Packet Company (Limited)	108	0	12	0	3	7	31	47	20	iron.
788	16,777	Ondine - - -	Dover -	1856	1847	J. S. Forbes - - - - - - - -	151	0	19	1	10	3	79	160	68	iron.
789	44,922	Engineer - - -	ditto -	1863	1860	J. Penn - - - - - - - -	89	9	13	6	6	3	22	40	24	iron.
790	44,923	Palmerston - -	ditto -	1864	1864	Dover Harbour Board - - - - -	96	5	18	0	9	4	55	109	60	iron.
791	6,312	Royal Princess -	Exeter -	1858	1855	J. Kirkwood - - - - - -	102	5	17	7	8	9	37	103	50	iron.
792	2,489	Haswell - - -	ditto -	1864	1848	John Holman and others - - - -	79	0	17	0	8	7	13	70	45	
793	11,412	*Sydney - - -	Falmouth -	1848	1841	Richard Taylor, jun. - - - - -	80	7	15	5	9	0	14	80	45	
794	45,224	Dandy - - -	ditto -	1863	1863	E. Handcock - - - - - -	105	9	19	1	9	0	49	126	60	iron.
795	45,228	Briton - - -	ditto -	„	1861	H. Fox and another - - - - -	79	0	26	8	8	0	50	139	60	iron, screw.
796	45,230	Pendennis - -	ditto -	„	1863	R. Taylor - - - - - - -	79	4	16	9	8	9	20	73	40	iron.
797	7,543	*Venus - - -	Faversham -	1844	1844	G. Hilton and others - - - - -	54	8	10	4	6	6	10	28	16	
798	44,097	Ajax - - -	ditto -	1862	1862	C. J. Hilton and others - - - -	56	8	13	7	7	6	13	46	25	iron.
799	19,296	Adjutant - - -	Fleetwood -	1858	1858	J. Williams and another - - - -	82	8	17	1	8	1	25	80	40	iron.
800	22,656	Prince Patrick -	ditto -	1859	1856	James Holme and others - - - -	231	2	25	2	14	7	340	622	150	iron.
801	17,252	Royal Consort -	ditto -	1860	1844	Frederick Kemp - - - - - -	215	5	29	2	16	0	344	672	300	iron.
802	27,320	Prince Alfred -	ditto -	1861	1861	Frederick Kemp and others - - - -	227	2	28	2	18	7	539	745	340	iron.
803	45,341	Wyre - - -	ditto -	1862	1862	H. W. Wickham and others - - -	117	7	20	2	8	9	106	165	70	iron.
804	17,413	*Columbine - -	Gainsborough	1843	1843	Gainsborough United Steam Packet Company	113	0	15	0	8	0	56	85	40	
805	17,412	*Harlequin - -	ditto -	1853	1848	- - ditto - - - - - - -	116	9	14	9	7	7	74	103	40	iron.
806	17,411	*Atalanta - - -	ditto -	„	1851	- - ditto - - - - - - -	121	0	15	0	7	7	72	101	40	iron.
807	17,427	Ant - - -	ditto -	1856	1856	William Farley - - - - - -	72	7	12	5	4	6	24	36	14	iron, screw.
808	12,422	Sea Nymph - -	ditto -	1857	1851	George Cross - - - - - -	126	6	18	6	10	4	103	151	40	screw.
809	17,430	Bee - - -	ditto -	1858	1858	W. C. Farley and others - - - -	92	6	15	6	7	0	48	78	20	iron, screw.
810	10,167	Fury - - -	ditto -	1859	1854	R. G. Rainforth - - - - - -	73	9	15	6	7	9	19	46	30	
811	17,431	Isle of Axholme -	ditto -	1860	1860	Gainsborough United Steam Packet Company	130	0	16	1	7	0	57	91	40	iron.
812	28,993	Aberystwith - -	ditto -	1861	1861	W. S. Crealock - - - - - - -	121	8	17	1	9	1	98	137	40	iron, screw.
813	12,345	*Clara - - -	Gloucester -	1846	1842	H. Southan - - - - - - -	85	6	12	5	6	5	34	51	24	
814	20,894	Kilmun - - -	ditto -	1859	1859	David Napier - - - - - - -	137	0	15	0	8	0	40	106	80	iron, screw.
815	27,876	Edmund Ironsides -	ditto -	1860	1860	John Markham - - - - - - -	89	7	19	2	7	4	64	94	20	iron, screw.
816	29,752	Bee - - -	ditto -	1861	1859	Richard Rice - - - - - - -	64	4	12	3	2	4	13	18	12	iron.
817	43,668	Wave - - -	ditto -	„	„	J. G. Francillon and another - - -	86	9	11	3	5	9	29	44	15	iron, screw.
818	43,669	Lapwing - - -	ditto -	„	1853	- - ditto - - - - - - -	64	8	9	4	5	4	13	20	10	iron, screw.
819	11,356	*Judith - - -	Goole -	1849	1847	John Pilkington - - - - - -	61	3	13	6	7	6	12	44	18	
820	18,064	Empress - - -	ditto -	1856	1856	J. Empson and others - - - - -	114	1	12	9	5	9	43	68	24	iron.
821	18,248	Resolute - - -	ditto -	1857	1857	William France and another - - -	134	0	20	4	12	0	138	203	40	iron, screw.
822	20,196	Contest - - -	ditto -	„	„	William France and others - - - -	154	3	21	2	12	5	188	277	50	iron, screw.
823	24,392	La Plata - - -	ditto -	1859	1854	Joseph Wood - - - - - - -	160	0	25	0	13	2	253	372	50	iron, screw.
824	17,871	Killarney - - -	ditto -	1860	1856	H. T. Watson - - - - - - -	148	5	21	9	11	4	191	281	70	iron, screw.
825	28,582	Tynemouth - -	ditto -	1861	1860	William Turgoose and others - - -	82	5	16	4	8	8	22	69	28	
826	14,991	Cheviot - - -	ditto -	„	1856	H. T. Watson - - - - - - -	118	7	19	2	9	8	124	183	50	iron, screw.
827	29,206	Uncle Sam - -	ditto -	„	1861	George Jackson and others - - - -	83	4	15	9	8	9	25	70	35	
828	44,026	Her Majesty - -	ditto -	1862	1860	Joseph Rowbottom and others - - -	129	1	12	3	6	3	66	82	24	iron.
829	22,937	Emily - - -	ditto -	„	1855	William France and others - - - -	133	5	20	6	12	1	152	224	30	iron, screw.
830	47,117	Aunt Alice - -	ditto -	1863	1863	G. Jackson and another - - - -	82	6	17	1	8	7	22	46	35	
831	16,283	Deva - - -	ditto -	1864	1857	Goole Steam Shipping Company (Limited) -	133	0	21	5	11	7	169	248	40	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	——
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
832	28,745	Londos	Goole - 1864	1860	Goole Steam Shipping Company (Limited)	159 2	22 7	9 8	229	286	45	iron, screw.
833	28,088	Colletis	ditto „	1856	- - ditto	159 4	23 2	13 0	216	318	60	iron, screw.
834	17,761	*Endeavour	Grimsby - 1851	1835	George Turner and another	64 0	13 6	7 8	21	54	27	
835	15,244	*Peep-o'day Boy	ditto - 1852	1848	Nathan Chapman	62 4	13 3	7 0	13	41	20	
836	10,686	*Tyro	ditto - 1854	1838	R. H. Mitchell	63 7	14 0	8 8	17	55	22	
837	17,721	Pearl	ditto - 1855	1845	J. Harup	59 7	17 5	8 4	53	78	20	iron.
838	11,126	Eugenie	ditto - 1856	1856	Anglo-French Steam Ship Company	173 5	26 8	14 0	303	445	80	iron, screw.
839	16,633	Albert	ditto - „	„	- - ditto	175 5	27 8	15 1	339	499	80	iron, screw.
840	16,670	Lord Ashley	ditto - 1857	1857	Inter-Colonial Royal Mail Packet Company	188 5	24 8	13 0	296	435	80	iron, screw.
841	18,881	Grimsby	ditto - „	„	Anglo-French Steam Ship Company	208 9	28 5	16 0	443	651	100	iron, screw.
842	7,700	Wilberforce	ditto - 1859	1846	Edward Bannister and another	76 2	16 8	9 0	12	61	40	
843	5,380	Lord Cardigan	ditto - 1860	1855	Anglo-French Steam Ship Company	170 0	26 8	15 0	377	472	80	iron, screw.
844	5,150	Zingari	Hartlepool, West - 1860	1854	W. S. Leng and another	157 0	25 0	12 3	233	342	70	iron, screw.
845	26,103	Ranger	ditto „	1848	R. W. Jackson and others	80 8	17 0	9 4	16	76	35	
846	26,102	William Charles	ditto „	1852	- - ditto	83 8	17 3	8 1	19	77	40	
847	5,112	John Bull	ditto „	1854	- - ditto	77 0	18 0	9 1	10	75	40	
848	12,885	Gitana	ditto „	1855	W. S. Leng and another	173 0	26 0	14 0	334	490	100	iron, screw.
849	28,287	Fairy Queen	ditto - 1861	1860	- - ditto	175 3	23 0	12 0	234	345	70	iron, screw.
850	12,889	Gipsy Queen	ditto „	1856	- - ditto	207 1	26 3	15 0	455	669	100	iron, screw.
851	26,146	West Dock	ditto „	1849	R. W. Jackson and others	78 9	17 2	8 0	10	64	35	
852	28,289	Conqueror	ditto „	1861	W. C. Ward Jackson	107 0	20 4	10 2	56	144	60	iron.
853	26,679	Prompt	ditto - 1863	1853	W. S. Leng and another	201 0	25 0	14 0	344	506	160	iron, screw.
854	19,139	Greatham Hall	ditto „	1856	M. Pearse and another	194 9	27 2	16 1	462	584	90	iron, screw.
855	12,899	Iron Era	ditto „	„	M. Pearse and others	176 3	27 3	14 0	402	494	80	iron, screw.
856	1,159	Coral Queen	ditto - 1864	1846	W. S. Leng and another	236 9	26 2	16 6	567	856	150	iron, screw.
857	18,195	Admiral Cator	ditto „	1857	John Pile and another	178 3	22 1	12 5	212	311	60	iron, screw.
858	5,151	May Queen	ditto „	1854	- - ditto	183 2	25 2	13 8	394	494	90	iron, screw.
859	28,351	Harvest Queen	ditto „	1860	John Hartley and another	203 3	26 2	13 5	449	562	90	iron, screw.
860	23,850	Danish Queen	ditto „	1855	John Pile and another	209 0	28 5	15 0	767	956	100	iron, screw.
861	49,804	Island Queen	ditto „	1864	- - ditto	159 6	22 8	12 8	258	319	50	iron, screw.
862	49,805	Fire Queen	ditto „	„	Thomas Miller	248 5	29 6	14 1	935	1,164	180	iron, screw.
863	5,355	*Transit	Hull - 1842	1831	W. B. Brownlow and others	161 1	20 9	15 1	332	498	150	
864	5,387	*Helen M'Gregor	ditto - 1843	1843	William Liddle and others	180 0	25 0	15 8	436	601	220	
865	- -	*Shannon	ditto - 1846	1846	Grand Canal Company, Dublin	70 0	15 1	9 0	9	82	—	
866	13,594	*Emperor	ditto - 1849	1849	William Liddle and others	241 4	31 3	19 6	914	1,320	450	
867	7,563	*Manchester	ditto - „	„	Manchester, Sheffield, and Lincolnshire Railway Company.	164 9	22 4	9 6	174	291	150	
868	7,564	*Sheffield	ditto - 1850	„	- - ditto	160 8	21 9	9 1	244	244	150	

869	16,836	*Black Eagle	ditto	1851	1851	Drogheda Steam Packet Company	76	6	16	5	9	6	33	90	48	iron.
870	12,487	*Fairy	ditto	,,	,,	H. H. Cook and others	113	2	17	6	10	5	111	164	60	iron, screw.
871	5,314	*Albatross	ditto	1852	1834	W. B. Brownlow	123	3	18	9	11	5	168	249	90	
872	5,336	*Falcon	ditto	1854	1854	W. B. Brownlow and others	121	5	23	2	14	2	347	477	100	iron, screw.
873	25,137	*Alster	ditto	,,	,,	William Liddle and another	180	6	24	8	15	0	299	485	120	
874	7,699	*Pilot	ditto	1855	1855	W. Shearsmith, senior	69	5	13	8	8	1	18	54	28	iron, screw.
875	5,364	Hawk	ditto	,,	,,	Thomas Voase	173	4	24	6	12	7	260	357	100	iron, screw.
876	17,710	Sea Gull	ditto	,,	1848	- - ditto	212	2	28	6	14	5	356	565	240	iron.
877	5,563	Martlet	ditto	,,	1855	W. B. Brownlow and others	149	7	20	2	11	0	170	250	50	iron, screw.
878	5,358	Prince	ditto	,,	1849	- - ditto	169	9	28	0	10	0	291	379	100	iron.
879	14,981	St. Petersburg	ditto	1856	1856	William Bayley and others	188	7	26	6	15	7	461	579	70	iron, screw.
880	14,988	Sea Horse	ditto	,,	,,	Thomas Voase	195	0	26	0	13	5	335	493	120	iron, screw.
881	12,705	Diana	ditto	1857	1840	Whale and Seal Fishing Company	117	1	29	0	17	0	292	355	40	iron.
882	18,159	Tiger	ditto	,,	1857	W. B. Brownlow and others	213	4	27	0	16	0	443	651	170	iron, screw.
883	20,263	Swallow	ditto	,,	,,	A. Duncan and others	172	0	21	2	12	6	217	319	70	iron, screw.
884	20,634	Leopard	ditto	1858	1858	W. B. Brownlow and others	223	1	28	0	16	0	500	735	170	iron, screw.
885	20,635	Bolderaa	ditto	,,	,,	C. M. and J. F. Norwood	187	0	26	0	14	0	443	535	70	iron, screw.
886	16,152	Sampson	ditto	,,	1846	James Swallow and others	71	0	15	2	18	1	21	61	39	
887	22,139	James Watt	ditto	,,	1858	Stephen Gray	80	0	17	2	9	0	15	76	40	iron.
888	10,175	British Hero	ditto	,,	1848	Robert Teall	84	6	17	8	9	0	12	75	45	
889	5,352	Scandinavian	ditto	,,	1852	Thomas Wilson	186	5	26	0	13	9	323	475	98	iron, screw.
890	26,881	Powerful	ditto	,,	1857	Hull Dock Company	107	0	16	2	8	0	53	119	80	iron.
891	27,023	Zebra	ditto	1859	1859	W. B. Brownlow and others	196	0	26	5	14	9	426	542	80	iron, screw.
892	5,318	Emerald Isle	ditto	,,	1835	William Liddle and another	172	5	29	2	14	0	368	473	150	iron, screw.
893	11,526	Sultana	ditto	,,	1856	- - ditto	180	0	26	0	14	0	415	584	60	iron, screw.
894	5,348	Irwell	ditto	,,	1854	Thomas Voase	193	2	26	0	15	5	467	589	90	iron, screw.
895	27,567	Cossack	ditto	,,	1859	William Bailey and another	218	7	29	4	17	5	768	900	150	iron, screw.
896	27,965	Minister Thorbecke	ditto	,,	1853	Thomas Voase	139	3	22	3	10	0	175	258	60	screw.
897	5,362	Secret	ditto	1860	1847	Louis Kühling	182	4	23	0	12	9	321	392	50	iron, screw.
898	28,353	Argo	ditto	,,	1860	Thomas Wilson	210	0	27	0	16	2	482	709	120	iron, screw.
899	5,353	Humber	ditto	,,	1854	Thomas Wilson and another	211	0	26	2	14	2	465	576	90	iron, screw.
900	17,705	Swanland	ditto	,,	1851	J. R. Ringrove and others	206	0	25	0	13	0	381	560	100	iron, screw.
901	15,245	Mary Ann	ditto	,,	1832	R L. Wood	57	0	13	3	7	2	12	36	15	
902	28,264	Pacific	ditto	,,	1860	H. D. Wilson	203	8	27	2	16	5	575	688	80	iron, screw.
903	28,268	Hecla	ditto	,,	,,	W. W. F. Hay	84	0	17	3	9	2	19	76	36	
904	8,110	Excelsior	ditto	,,	1855	Richard Glover and others	180	0	24	2	13	6	286	420	70	iron, screw.
905	28,262	Rob Roy	ditto	1861	1847	Stephen Gray	72	9	15	0	8	2	37	58	28	
906	29,316	Albion	ditto	,,	1861	Thomas Wilson and others	245	2	29	0	17	0	769	900	120	iron, screw.
907	29,318	Nautilus	ditto	,,	,,	W. B. Brownlow and others	210	5	26	4	15	0	526	629	80	iron, screw.
908	4,912	Fletcher's Despatch	ditto	,,	1839	Henry Booker	67	4	15	7	8	4	15	55	28	
909	42,527	Oder	ditto	,,	1861	Thomas Wilson	200	0	27	5	15	0	556	694	100	iron, screw.
910	42,530	Octa	ditto	,,	,,	C. M. Norwood and others	186	7	27	2	14	5	464	568	70	iron, screw.
911	5,526	Alert	ditto	,,	,,	J. R. Ringrove and others	176	0	21	4	10	8	260	322	60	iron, screw.
912	17,754	Gertrude	ditto	,,	1855	John Loft and others	209	0	26	8	15	0	526	608	80	iron, screw.
913	18,058	Florence Nightingale	ditto	,,	1857	James Swallow	79	0	15	8	8	0	11	60	30	
914	27,027	Harlequin	ditto	,,	1854	C. M. Lofthouse and others	198	8	24	5	12	6	334	441	85	iron.
915	43,811	Panther	ditto	1862	1861	W. B. Brownlow and others	208	2	27	7	14	3	564	684	80	iron, screw.
916	43,822	Lodona	ditto	,,	1862	Z. C. Pearson	204	2	28	4	16	5	573	688	80	iron, screw.
917	7,642	George and Jane	ditto	,,	1833	Stephen Gray	62	5	12	0	5	8	15	30	14	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
918	45,086	Ouse	Hull 1862	1862	C. H. Wilson	214 3	28 8	14 8	601	725	100	iron, screw.
919	45,087	Speedwell	ditto „	„	William Rawson and another	100 4	16 4	8 0	81	98	25	iron, screw.
920	45,089	Flora	ditto „	„	Stephen Gray	70 5	15 3	8 2	19	54	20	
921	45,096	Jutland	ditto „	1844	Bailey and Leetham	174 0	21 6	11 8	269	343	50	iron, screw.
922	45,106	Dido	ditto „	1862	C. H. and Arthur Wilson	278 0	30 4	21 0	1,125	1,323	150	iron.
923	27,919	Cronstadt	ditto 1863	1859	T. J. Dobson	149 4	21 6	12 0	231	293	45	iron, screw.
924	45,116	Czarina	ditto „	1863	R. P. Priest and others	165 2	27 0	16 0	371	492	80	iron, screw.
925	28,378	Zaimis	ditto „	1860	W. Rawson and another	155 7	22 6	9 8	180	265	45	iron, screw.
926	47,913	Joseph Somes	ditto „	1863	W. Brown and others	198 5	28 0	16 0	646	770	90	iron, screw.
927	5,347	Queen of Scotland	ditto „	1827	C. Mantle and others	166 0	26 0	16 0	421	583	150	
928	43,937	Albert	ditto „	1856	G. Lawson and another	178 0	25 7	12 6	287	384	97	iron, screw.
929	47,919	Herald	ditto 1864	1857	Louis Kühling and another	181 4	26 3	15 3	454	565	90	iron, screw.
930	22,830	Pacha	ditto „	1855	G. W. M. Liddell and another	190 4	26 2	14 6	536	630	60	iron, screw.
931	47,921	Ems	ditto „	1857	C. H. Knapp	136 2	19 2	10 2	158	201	40	iron, screw.
932	28,807	Cuirassier	ditto „	1860	William Rawson and another	90 2	19 6	8 2	91	110	70	steel, screw.
933	45,119	Princess Alexandra	ditto „	1856	William Bailey and others	203 1	25 0	14 0	428	521	90	iron, screw.
934	47,926	Swilly	ditto „	1849	Edward Leetham	82 2	20 1	7 6	55	80	26	iron.
935	27,924	Symrna	ditto „	1859	T. S. Carroll	176 4	24 6	12 0	294	371	50	iron, screw.
936	47,933	Clio	ditto „	1864	David Wilson and others	233 7	30 7	19 9	899	1,107	120	iron, screw.
937	47,934	Juno	ditto „	„	- - ditto	233 7	30 0	19 0	896	1,104	120	iron, screw.
938	48,537	Earl de Grey	ditto „	1863	William Bailey and others	206 6	28 2	16 2	614	741	90	iron, screw.
939	47,935	Sappho	ditto „	1864	Arthur Wilson and another	234 1	30 6	19 0	895	1,102	120	iron, screw.
940	47,938	Sylph	ditto „	„	George Fleming	211 4	24 3	8 8	288	379	135	iron.
941	47,940	Viceroy	ditto „	1862	William Liddell and others	220 2	29 0	16 0	672	823	90	iron, screw.
942	44,458	United Service	ditto „	„	C. H. Wilson and another	190 5	27 4	15 4	472	583	70	iron, screw.
943	48,511	Marshland	ditto „	1863	A. W. H. Brym and another	166 3	22 5	11 1	260	327	50	iron, screw.
944	29,737	Bride	Hayle „	„	William Harvey	163 7	23 1	12 0	211	286	100	iron, screw.
945	20,533	*Atalanta	Ipswich 1854	1841	Eastern Counties Railway Company	104 4	14 3	6 8	50	72	34	iron.
946	18,294	*Prince	ditto „	1852	- - ditto	100 8	13 3	7 1	48	72	36	
947	29,851	Queen of the Thames	ditto 1861	1861	Waterman's Steam Packet Company	158 0	19 0	8 2	100	143	80	
948	15,645	Metis	ditto „	1857	Woolwich Steam Packet Company	141 0	16 3	6 8	59	94	40	
949	23,053	Petrel	ditto 1862	1853	Waterman's Steam Packet Company	152 0	16 0	7 7	82	118	50	iron.
950	44,870	Queen of the Orwell	ditto „	1862	Woolwich Steam Packet Company	171 6	18 5	7 9	114	165	54	iron.
951	18,151	Lady Elizabeth	ditto 1863	1856	Waterman's Steam Packet Company	98 3	13 9	6 5	37	59	28	iron.
952	20,088	Queen of the Isles	ditto „	1853	- - ditto	111 0	13 0	6 8	41	65	32	
953	45,802	Heron	ditto „	1863	- - ditto	117 4	14 2	6 5	43	64	36	iron.
954	27,613	Queen	ditto 1864	1859	Henry Cristall	120 5	13 5	6 8	43	69	32	iron.
955	17,244	*Helvellyn	Lancaster 1851	1847	Furness Railway Company	131 1	16 5	8 3	87	153	75	iron.
956	18,206	Laurel	ditto 1854	1850	H. J. Hare & Co.	187 4	22 0	12 5	190	365	180	iron.

957	18,218	*Sultan	ditto	„	1854	James Ramsden	68	3	13	6	8	0	19	52	24			
958	18,219	*Sir William Wallace	ditto	„	„	- - ditto	27	5	14	4	8	7	23	45	28			
959	20,485	Duchess	ditto	1858	1858	John Greig and others	128	2	18	2	11	6	131	192	60	iron, screw.		
960	18,205	Arbutus	ditto	„	1854	William Whelon	179	8	22	0	12	3	237	348	75	iron, screw.		
961	27,762	Myrtle	ditto	1859	1859	- - ditto	70	4	13	6	5	0	28	44	20	iron.		
962	28,499	Shelburne	ditto	1861	1860	W. E. Hutchinson and another	213	0	24	0⅛ in.	12	5 in.	283	450	240	iron.		
963	28,488	Talbot	ditto	„	„	- - ditto	213	6	24	0⅛ in.	12	5 in.	283	450	240	iron.		
964	16,174	*Manchester	Liverpool	1826	1825	David Bellhouse	72	5 in.	16	6 in.	8	2 in.	43	–	24			
965	- -	*Satellite	ditto	1831	„	North Wales Steam Packet Company	74	8 in.	16	0	7	10 in.	57	–	70			
966	- -	*George	ditto	1834	1834	Philip Lawrence	85	4 in.	16	3 in.	8	5 in.	55	—	—			
967	- -	*Cleveland	ditto	1836	1836	Liverpool Steam Ferry Company	86	4	18	1	7	9	43	95	50			
968	16,856	*William Fawcett	ditto	1838	1829	Willoughby & Son	74	3	15	1	8	4	48	90	60			
969	- -	*Thomas Royden	ditto	„	1837	Nichol, Lawson & Co.	90	7	15	1	7	4	64	108	45			
970	7,061	*Tower	ditto	1840	1836	Mersey and Irwell Navigation Company	81	6	16	1	8	5	47	97	50			
971	7,062	*Rival	ditto	1841	1834	- - ditto	81	8	16	2	8	0	50	100	50			
972	- -	*Eclipse	ditto	„	1826	Thomas M'Tear and another	104	0	16	9	10	8	98	174	—			
973	16,859	*Mersey	ditto	„	1841	Edward Willoughby & Son	87	5	16	4	7	9	74	107	45			
974	- -	*Blanche	ditto	1842	„	Trustees of the Duke of Bridgwater	105	4	17	1	8	0	156	205	—			
975	6,010	*Elizabeth	ditto	1845	1840	Wallasey Local Board	88	6	15	3	7	3	51	96	36			
976	16,858	*Birkenhead	ditto	1846	1846	Edward Willoughby & Son	100	7	17	1	10	0	62	132	60			
977	6,012	*James Atherton	ditto	„	„	Wallasey Local Board	116	0	16	3	7	6	67	108	50			
978	16,857	*Britannia	ditto	1847	1847	Edward Willoughby & Son	111	6	17	0	8	5	81	124	100			
979	16,899	*Colchester	ditto	1848	1840	Edward Forster	91	2	16	9	9	8	35	119	20			
980	10,582	*Powerful	ditto	1849	1842	James Haddock	102	5	19	1	10	5	32	144	120			
981	- -	*Bolivia	ditto	„	1849	Pacific Steam Navigation Company	197	5	26	0	15	0	509	773	–	iron.		
982	6,014	*Wallasey	ditto	1850	1847	Wallasey Local Board	109	8	16	6	9	0	49	109	45			
983	16,176	*Duke of Sussex	ditto	„	1840	J. R. Murphy	82	0	15	8	8	8	31	92	40			
984	20,758	*Queen	ditto	„	1844	Birkenhead Improvement Commissioners	109	4	21	2	9	7	126	173	60	iron.		
985	20,759	*Wirrall	ditto	„	1846	- - ditto	109	1	20	9	11	0	111	192	60	iron.		
986	12,110	*Prince Albert	ditto	„	1849	Marquis of Titchfield	78	0	15	4	8	8	24	75	45			
987	4,241	*Zephyr	ditto	1851	1832	W. H. Owen	113	5	17	3½	10	7	104	177	90			
988	2,372	*Tartar	ditto	„	1849	Liverpool Steam Tug Company	113	9	20	2	11	3	113	244	110			
989	15,396	City of Manchester	ditto	„	1851	Inman and others	261	8	36	2	25	3	1,296	2,096	450	iron, screw.		
990	1,677	*Frankfort	ditto	„	„	J. J. Bibby and others	190	0	26	6	16	8	414	657	100	iron, screw.		
991	16,849	*Vernon	ditto	„	1849	E. & S. Willoughby	121	8	16	2	7	9	88	122	60	iron.		
992	16,850	*Cato	ditto	„	„	- - ditto	109	7	17	9	8	4	86	127	60	iron.		
993	- -	*Ramsgate Packet	ditto	1853	1834	Thomas Prestopino	94	5	14	9	9	8	58	109	—			
994	38,995	*Enterprise	ditto	„	1826	T. H. Holderness and another	120	0	19	0	12	6	131	230	—			
995	26,044	*Samson	ditto	„	1848	Liverpool Steam Tug Company	114	7	21	0	10	5	72	185	100	iron.		
996	15,046	*Tiger	ditto	„	1853	Wallasey Local Board	9	1	16	0	9	3	54	107	40	iron.		
997	- -	*Rattlesnake	ditto	„	„	George Booker	101	0	15	5	7	6	61	99	–	iron.		
998	6,033	*Constitution	ditto	„	„	Peter Maddox and others	132	9	22	3	11	9	49	262	120	iron.		
999	1,153	*Douro	ditto	„	„	O. T. Fallenstein	155	7	22	2	12	4	185	278	52	iron, screw.		
1,000	7,014	*Invincible	ditto	„	1852	John Rigby	105	0	16	6	8	9	66	111	70	iron.		
1,001	2,000	*Orontes	ditto	„	1851	Papayanni and others	188	5	26	8	17	0	538	748	140	iron, screw.		
1,002	9,157	*Ottawa	ditto	1854	1853	Peninsular and Oriental Company	238	8	29	2	23	8	815	1,275	200	iron, screw.		
1,003	7,030	*Iron King	ditto	„	1854	H. J. Ward and others	123	0	18	3	10	8	79	172	100	iron.		
1,004	1,152	*Minho	ditto	„	„	George Trigg	175	3	22	0	13	5	254	400	82	iron, screw.		
1,005	1,058	Tamanlipas	ditto	„	1852	W. M. Moss	163	2	23	7	13	6	336	458	80	iron, screw.		

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,006	24,930	*Pleiad	Liverpool 1854	1854	Hayes and Hudson	104 6	20 4	8 8	71	117	40	iron, screw.
1,007	23,923	*Blarney	ditto ,,	1846	W. D. Applebee and another	134 7	20 0	11 1	209	252	–	iron, screw.
1,008	24,085	*Thomas Wilson	ditto ,,	1845	Wallasey Local Board	92 7	14 8	8 4	49	89	50	iron.
1,009	1,151	*Cintra	ditto ,,	1854	Charles Colesworth and others	176 4	23 1	14 9	350	517	166	iron, screw.
1,010	– –	*Conqueror	ditto 1855	1848	W. and J. Binns	73 6	14 7	8 8	21	66	–	iron.
1,011	25,967	Great Britain	ditto ,,	1840	Liverpool and Australian Navigation Company	274 0	48 2	31 5	1,734	3,509	500	iron, screw.
1,012	14,550	*City of Baltimore	ditto ,,	1855	William Inman and others	325 4	38 1	25 8	1,225	2,368	500	iron, screw.
1,013	1,098	*Curlew	ditto ,,	1837	Ellis Hughes and others	95 0	15 2	8 5	44	82	39	iron.
1,014	1,840	Corinthian	ditto ,,	1855	J. J. Bibby and others	238 5	29 7	20 0	704	1,170	153	iron, screw.
1,015	3,907	Mœander	ditto ,,	,,	– – ditto	239 1	30 2	19 0	662	974	160	iron, screw.
1,016	24,277	Hawk	ditto ,,	,,	Viscount Hill	84 8	17 0	8 0	118	142	15	iron, screw.
1,017	22,818	Ant	ditto ,,	,,	T. Y. and R. Hetherington	122 6	18 1	7 5	65	102	60	iron.
1,018	25,775	Neptune	ditto ,,	1853	Charles M'Iver	71 1	9 4	4 2	13	18	10	iron, screw.
1,019	25,315	Universe	ditto ,,	1855	Peter Maddox and others	135 3	23 4	11 2	143	311	120	iron.
1,020	19,715	Albanian	ditto ,,	,,	John Bibby and others	237 9	30 2	19 8	703	1,034	180	iron, screw.
1,021	1,885	Defiance	ditto ,,	1841	Calvert and Geech	112 3	23 6	11 2	152	241	150	iron.
1,022	22,838	Thessalia	ditto ,,	1855	G. M. Papayanni and others	257 0	30 8	20 1	795	1,169	200	iron, screw.
1,023	26,081	Enterprise	ditto ,,	,,	Peter Maddox and others	136 0	23 1	11 4	150	319	120	iron.
1,024	1,758	Arcadia	ditto ,,	,,	G. M. Papayanni and others	234 6	31 1	20 5	741	1,089	150	iron, screw.
1,025	22,827	Bee	ditto ,,	,,	R. Hetherington	122 4	18 1	7 4	65	104	60	iron.
1,026	22,933	City of Washington	ditto ,,	,,	William Inman and others	319 0	40 1	19 2	1,619	2,381	460	iron, screw.
1,027	2,374	Lioness	ditto ,,	1836	G. K. Dixon and others	90 8	18 4	7 9	58	93	50	iron.
1,028	6,041	Victoria	ditto ,,	1855	H. K. Aspinall	92 0	16 1	7 4	60	89	30	iron, screw.
1,029	10,470	Milan	ditto ,,	,,	J. J. Bibby and others	240 2	31 2	19 5	736	1,083	210	iron, screw.
1,030	24,265	Star	ditto 1856	1845	Robert Hetherington	94 1	16 2	7 6	43	67	140	iron.
1,031	10,550	Araxes	ditto ,,	1855	W. M. Moss and others	251 5	32 0	21 1	786	1,156	180	iron, screw.
1,032	10,551	United States	ditto ,,	,,	United Steam Tug Company	137 1	23 1	11 4	75	235	130	iron.
1,033	25,358	Great Conquest	ditto ,,	,,	John Strong and others	136 8	21 1	10 6	50	191	100	iron.
1,034	10,498	Cleator	ditto ,,	1854	Alfred Holt and others	160 4	22 9	13 1	269	342	50	iron, screw.
1,035	13,588	Braganza	ditto ,,	1856	Frederick Chapple and others	180 7	25 2	15 0	400	507	80	iron, screw.
1,036	14,783	Annie Vernon	ditto ,,	,,	John Bacon and others	170 0	26 6	16 7	422	519	70	iron, screw.
1,037	15,048	Laconia	ditto ,,	,,	G. M. Papayanni and others	256 5	31 1	20 0	783	1,151	200	iron, screw.
1,038	15,052	Fire King	ditto ,,	,,	H. Gursell	105 6	18 8	10 4	76	121	60	iron.
1,039	15,375	Druid	ditto ,,	,,	John Hunter and another	161 0	20 1	9 4	137	217	135	iron.
1,040	7,855	Comet	ditto ,,	1854	W. and E. Forster	137 0	18 9	9 0	93	148	80	
1,041	15,377	Fury	ditto ,,	1856	Liverpool Steam Tug Company	131 7	20 8	10 2	127	200	100	iron.
1,042	6,381	Toward Castle	ditto ,,	1854	E. Prendeville and others	106 2	15 5	7 6	50	79	50	iron.
1,043	16,166	Blazer	ditto ,,	1856	Liverpool Steam Tug Company	150 4	23 1	13 1	212	337	180	iron.
1,044	16,167	Conqueror	ditto ,,	,,	Cruse and Downham	90 8	16 7	9 1	51	82	60	

1,045	16,188	Rhone	ditto	„	„	J. J. Bibby and others	257	2	34	6	22	5	943	1,387	180	iron, screw.
1,046	16,200	Sovereign	ditto	„	„	John Erskine and others	177	9	25	2	12	9	298	439	90	iron, screw.
1,047	15,197	Albion	ditto	„	1834	J. L. Lloyd	115	5	16	3	10	3	78	124	60	
1,048	16,882	Danube	ditto	„	1856	J. J. Bibby and others	257	3	34	6	22	5	942	1,386	180	iron, screw.
1,049	17,782	Plynlymon	ditto	„	„	T. and J. Vernon	125	5	20	5	11	1	142	209	50	iron, screw.
1,050	17,783	Valparaiso	ditto	„	„	Pacific Steam Navigation Company	234	1	29	1	14	4	839	1,060	320	iron.
1,051	24,181	Nymph	ditto	„	1851	Robert Hetherington	113	3	17	9	7	9	57	91	45	iron.
1,052	11,570	Despatch	ditto	1857	1856	Liverpool Steam Tug Company	129	0	20	2	10	0	114	181	80	iron.
1,053	12,199	Gipsy	ditto	„	1857	W. D. Applebee and others	62	6	12	0	4	0	23	33	10	iron, screw.
1,054	14,633	Chieftain	ditto	„	1856	Peter Dixon	99	2	17	4	9	4	56	89	50	
1,055	19,183	Annie	ditto	„	1857	F. D. P. Astley	86	0	13	0	6	5	27	40	25	iron, screw.
1,056	22,612	Montagu	ditto	„	1855	John Bacon and others	190	7	25	4	12	7	300	441	160	iron, screw.
1,057	19,571	Bridgwater	ditto	„	1857	Algernon Egerton	109	2	20	1	8	1	79	126	70	iron.
1,058	2,139	Paragon	ditto	„	1852	J. Seed	78	0	16	2	8	5	37	59	30	
1,059	19,969	James Kennedy	ditto	„	1857	John Bacon and others	175	0	27	5	17	2	418	535	70	iron, screw.
1,060	20,132	Crimean	ditto	„	„	J. J. Bibby and others	261	7	36	0	22	0	1,002	1,473	252	iron, screw.
1,061	20,281	Sailor King	ditto	„	„	H. J. Ward and others	105	2	19	0	10	0	57	118	60	iron.
1,062	16,848	Fanny	ditto	„	1846	T. G. Winder	121	2	17	5	7	2	56	89	45	iron.
1,063	20,453	Retriever	ditto	„	1857	New Steam Tug Company	158	8	23	0	12	0	54	300	140	iron.
1,064	2,371	Victoria	ditto	„	1837	W. and T. Joliffe	114	3	21	4	10	9	118	193	100	
1,065	20,460	Agia Sofia	ditto	„	1857	G. M. Papayanni and others	259	0	34	0	22	0	977	1,437	200	iron, screw.
1,066	20,536	Storm King	ditto	„	„	H. J. Ward and others	137	0	21	0	11	1	100	199	100	iron.
1,067	20,541	Rescue	ditto	„	„	Liverpool Steam Tug Company	139	6	20	3	10	0	127	202	100	iron.
1,068	20,774	Earl of Ellesmere	ditto	1858	„	Algernon Egerton	109	9	20	0	8	0	72	114	60	iron.
1,069	21,054	United Kingdom	ditto	„	„	United Steam Tug Company	141	8	24	1	12	2	130	281	150	iron.
1,070	21,061	Brother Jonathan	ditto	„	„	- - ditto	140	8	24	2	12	6	178	283	150	iron.
1,071	21,488	Wasp	ditto	„	1858	Robert Hetherington	131	9	19	0	8	5	82	130	70	iron.
1,072	21,492	Firefly	ditto	„	„	G. E. Dering	74	0	10	8	5	0	16	24	20	iron, screw.
1,073	14,544	Genova	ditto	„	1850	F. A. Tamplin and others	165	0	25	5	15	3	342	502	100	iron, screw.
1,074	25,076	Albion	ditto	„	1858	Lord Otho A. Fitzgerald	112	1	17	1	8	0	38	74	50	iron, screw.
1,075	6,040	Mary Agnes	ditto	„	1848	W. and T. Joliffe	93	0	17	7	8	8	51	81	40	
1,076	26,169	Callao	ditto	„	1858	Pacific Steam Navigation Company	235	0	29	0	14	5	841	1,062	320	iron.
1,077	1,608	Kangaroo	ditto	1859	1853	William Inman and others	257	2	36	2	19	9	1,196	1,719	300	iron, screw.
1,078	27,641	Plantagenet	ditto	„	1859	West India and Pacific Steam Ship Company (Limited).	202	4	27	2	16	4	472	695	70	iron, screw.
1,079	27,649	Kong Brage	ditto	„	„	H. M. Lawrence	102	5	17	1	7	7	53	84	40	iron.
1,080	17,490	Ionia	ditto	„	1856	J. J. Bibby and others	244	4	32	1	25	9	944	1,388	210	iron, screw.
1,081	20,451	Cairo	ditto	„	1857	- - ditto	256	2	35	0	22	0	996	1,465	210	iron, screw.
1,082	27,655	Delta	ditto	„	1859	W. F. M'Gregor	121	0	14	6	7	9	62	98	40	iron.
1,083	27,441	Bogota	ditto	„	1852	Pacific Steam Navigation Company	258	1	30	0	17	5	1,160	1,461	320	iron.
1,084	27,936	Venetian	ditto	„	1859	J. J. Bibby and another	270	5	33	7	22	8	1,025	1,508	225	iron, screw.
1,085	28,171	Bird of the Harbour	ditto	„	„	W. F. M'Gregor	100	0	21	9	9	3	83	132	90	iron.
1,086	13,746	Glasgow	ditto	„	1851	William Inman	262	3	36	0	18	0	1,154	1,697	460	iron, screw.
1,087	6,348	Edinburgh	ditto	1860	1855	William Inman and others	300	5	39	8	19	0	1,494	2,197	450	iron, screw.
1,088	28,178	Sicilian	ditto	„	1859	J. J. Bibby and others	270	5	33	7	22	8	1,014	1,492	250	iron, screw.
1,089	22,567	Nile	ditto	„	1853	Joseph Rodrigues	82	6	17	0	9	0	44	70	35	iron, screw.
1,090	28,182	Brackley	ditto	„	1859	Algernon Egerton	116	0	17	6	7	6	77	122	50	iron.
1,091	28,184	San Carlos	ditto	„	1860	Pacific Steam Navigation Company	199	8	30	2	18	6	444	652	270	iron, screw.
1,092	28,195	Guayaquil	ditto	„	„	- - ditto	208	7	30	2	18	7	449	661	250	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,093	18,781	Atlantic	Liverpool 1860	1857	W. M. Moss and others	254 0	30 0	24 1	1,112	1,309	150	iron, screw.
1,094	28,606	Syrian	ditto ,,	1860	J. J. Bibby and others	270 5	33 7	22 8	1,015	1,492	250	iron, screw.
1,095	28,612	King Eyo Honesty, 2d	ditto ,,	,,	West Africa Company (Limited)	103 0	14 0	7 7	52	73	30	iron.
1,096	28,621	Emperor	ditto ,,	,,	John Jarvil	133 7	22 1	10 9	106	208	90	iron.
1,097	28,630	Colonist	ditto ,,	,,	John Jones and another	153 6	22 5	12 9	236	347	60	iron, screw.
1,098	10,098	Great Conquest	ditto ,,	1857	W. R. Chisholm and another	98 0	18 4	10 4	26	110	60	
1,099	28,635	Helen	ditto ,,	1860	Algernon Egerton	140 0	20 0	8 3	39	154	100	iron.
1,100	28,638	Morro	ditto ,,	,,	Pacific Steam Navigation Company	119 6	20 1	7 9	68	132	50	steel.
1,101	14,600	Vesper	ditto ,,	1850	W. and T. Joliffe	151 2	17 6	7 8	76	121	85	iron.
1,102	28,647	Denbigh	ditto ,,	1860	Clotworthy Boyd	182 6	22 5	8 7	163	258	100	iron.
1,103	6,909	Victory	ditto ,,	1844	Charles Johnson	93 4	16 0	9 0	56	89	40	iron, screw.
1,104	17,842	Lion	ditto ,,	1856	Thomas Smith and another	116 3	20 0	11 3	87	163	80	iron.
1,105	17,193	Berlin	ditto ,,	1857	General Steam Navigation Company	226 5	28 0	- -	487	740	420	iron.
1,106	29,158	Espigador	ditto ,,	1860	T. B. Gibbons	119 0	18 7	7 0	93	114	30	iron, screw.
1,107	29,159	Cognac	ditto ,,	,,	James Harrison and others	170 0	25 1	16 4	376	490	70	iron, screw.
1,108	28,625	Deerhound	ditto 1861	1858	John Lancaster	128 6	16 6	- -	99	125	56	iron, screw.
1,109	29,611	Hercules	ditto ,,	1861	Cruse and Downham	112 6	19 6	10 2	73	152	70	iron.
1,110	29,615	Rover	ditto ,,	,,	New Steam Tug Company	115 6	19 6	10 2	76	156	70	iron.
1,111	29,620	Grecian	ditto ,,	,,	J. J. Bibby and others	310 0	34 0	24 0	1,555	1,854	400	iron, screw.
1,112	29,639	Amalia	ditto ,,	,,	G. M. Papayanni and others	277 7	37 4	25 6	1,284	1,824	250	iron, screw.
1,113	1,989	Tiber	ditto ,,	1851	J. J. Bibby and others	274 0	29 3	19 4	980	1,157	250	iron, screw.
1,114	29,640	Speedwell	ditto ,,	1861	John Prendeville and others	121 0	18 3	8 7	81	131	64	iron.
1,115	29,647	Memnon	ditto ,,	,,	William Rathbone, jun., and others	253 6	32 6	23 0	927	1,209	150	iron, screw.
1,116	29,648	Italian	ditto ,,	,,	J. J. Bibby and others	310 0	34 0	24 0	1,560	1,859	250	iron, screw.
1,117	42,594	Eastham Fairy	ditto ,,	,,	H. M. Lawrence	125 0	19 2	7 7	79	115	60	iron.
1,118	43,552	Secretary	ditto ,,	1847	C. and J. Cochran	93 1	17 0	9 1	37	100	56	
1,119	42,597	City of New York	ditto ,,	1861	William Inman	335 5	40 3	18 0	1,679	2,360	550	iron, screw.
1,120	42,607	Swiftsure	ditto ,,	,,	Henry Gough	125 0	19 2	7 7	79	115	60	iron.
1,121	42,608	Bermuda	ditto ,,	,,	Edwin Haigh	216 2	29 0	20 4	717	897	135	iron, screw.
1,122	6,385	Glasgow	ditto ,,	1841	Matthew Wells	81 8	19 1	7 1½	55	88	35	iron.
1,123	42,637	Island Queen	ditto ,,	1861	J. Bland and others	141 5	23 1	11 2	120	255	110	iron.
1,124	10,565	Etna	ditto ,,	1855	William Inman and others	308 6	37 4	19 0	1,494	2,120	450	iron, screw.
1,125	42,648	Egyptian	ditto ,,	1861	J. J. Bibby and others	335 0	34 2	24 0	1,689	1,986	260	iron, screw.
1,126	44,148	Slasher	ditto ,,	,,	Liverpool Steam Tug Company	133 3	21 2	11 0	109	196	90	iron.
1,127	23,906	Calpe	ditto ,,	1852	J. J. Bibby and others	297 2	29 0	20 0	1,134	1,347	220	iron, screw.
1,128	44,159	Colonia	ditto ,,	1861	H. M. Lawrence and another	99 6	15 0	7 3	52	80	30	iron, screw.
1,129	44,170	Peru	ditto ,,	,,	Pacific Steam Navigation Company	260 4	32 1	15 2	904	1,307	360	iron.
1,130	44,179	Cruizer	ditto 1862	,,	Liverpool Steam Tug Company	156 4	25 0	12 8	195	364	180	iron.
1,131	44,198	Dalmatian	ditto ,,	1862	J. J. Bibby and others	335 0	34 2	24 0	1,693	1,989	400	iron, screw.

1,132	42,642	Dragon	ditto	„	1861	Thomas Harrison and others	160	0	22	6	12	8	257	315	60	iron, experimental.
1,133	44,637	Pioneer	ditto	„	1862	William Jackson	41	4	6	2	3	0	1	5	8	iron, experimental.
1,134	44,639	Talcan	ditto	„	„	Pacific Steam Navigation Company	194	1	30	0	16	0	469	708	260	iron.
1,135	44,644	Estella	ditto	„	„	George Wright	54	6	15	6	6	0	18	28	16	screw.
1,136	19,875	Flying Childers	ditto	„	1857	Stephenson Chisholm, jun. and others	86	0	17	0	9	9	12	81	40	
1,137	16,159	Robert Ingham	ditto	„	1856	W. and T. Joliffe	87	7	18	1	9	5	13	84	43	
1,138	27,001	Scotia	ditto	„	1847	James Dorrington and another	201	5	28	2	13	2	203	462	400	iron.
1,139	27,004	Anglia	ditto	„	1847	Alexander Durant	193	2	27	9	13	8	201	457	350	iron.
1,140	22,043	Souchays	ditto	„	1858	Frederick Chapple and another	193	7	27	3	15	7	436	593	140	iron, screw.
1,141	21,474	Adela	ditto	„	1859	James Dorrington and another	212	9	22	8	11	2	175	398	194	iron.
1,142	44,663	Scout	ditto	„	1862	Liverpool Steam Tug Company	129	6	20	4	10	0	98	168	80	iron.
1,143	44,664	Crusader	ditto	„	„	West India and Pacific Steam Ship Company (Limited).	231	3	30	9	18	7	725	901	100	iron, screw.
1,144	29,107	Florida	ditto	„	1860	British and American Steam Ship Company (Limited).	267	2	37	0	21	0	1,452	1,707	250	iron, screw.
1,145	29,103	Alabama	ditto	„	„	- - ditto	267	2	37	0	21	0	1,432	1,712	250	iron, screw.
1,146	43,557	Hero	ditto	„	1846	J. G. Mowle and others	78	3	16	8	8	4	29	74	40	
1,147	44,668	Arabian	ditto	„	1862	J. J. Bibby and others	335	0	34	2	24	1	1,695	1,995	260	iron, screw.
1,148	44,669	Castilian	ditto	„	„	- - ditto	240	0	24	0	15	5	481	607	200	iron, screw.
1,149	4,968	Jupiter	ditto	„	1837	James Carmichael	88	3	16	5	10	2	69	121	—	
1,150	26,845	Prince of Wales	ditto	„	1858	Edward Bates	160	2	17	6½	7	5½	67	142	100	iron.
1,151	44,699	May Flower	ditto	„	1862	Wallasey Local Board	135	6	20	0	8	1	132	182	70	iron.
1,152	27,493	Newport	ditto	„	1853	W. T. Dixon and another	128	1	23	2	8	9	56	136	70	
1,153	44,710	Water Lily	ditto	„	1862	Wallasey Local Board	140	0	22	1	8	4	153	220	80	iron.
1,154	44,711	Royal Arch	ditto	„	„	John Prendeville and others	121	2	19	8	10	8	99	169	70	iron.
1,155	44,717	Gerard	ditto	„	„	Thomas Gerard and others	185	0	25	5	14	4	411	526	120	iron, screw.
1,156	45,373	Phœnix	ditto	„	„	New Steam Tug Company	126	6	19	0	10	0	111	178	80	iron.
1,157	45,375	Reliance	ditto	„	„	- - ditto	126	8	19	7	10	1	110	180	80	iron.
1,158	45,383	Wild Rose	ditto	„	„	Wallasey Local Board	105	4	18	2	9	3	107	155	60	iron.
1,159	3,712	Voltigeur	ditto	„	1851	William Barratt and another	76	6	16	8	9	0	15	78	—	
1,160	45,413	Isis	ditto	„	1862	W. M. Moss and others	302	5	33	0	25	6	1,436	1,725	250	iron, screw.
1,161	45,419	Esmeralda	ditto	„	„	T. B. Gibbons	122	0	20	0	8	6	166	191	40	iron, screw.
1,162	3,159	Dolphin	ditto	„	1844	W. J. Grazebrook	170	2	21	2	10	5	130	238	100	iron.
1,163	45,432	Rattler	ditto	1863	1862	Liverpool Steam Tug Company	139	2	24	3	12	0	93	244	120	iron.
1,164	44,803	Richmond	ditto	„	1850	H. Gough	142	2	17	1	7	0	69	109	60	iron.
1,165	45,864	City of Cork	ditto	„	1863	W. Inman and others	265	0	33	3	25	0	1,082	1,547	200	iron, screw.
1,166	15,991	Nicolai 1st	ditto	„	1839	W. J. Grazebrook	186	7	29	5	17	3	415	659	250	
1,167	45,873	Darien	ditto	„	1863	A. B. Forwood	204	5	31	6	16	8	908	1,172	130	iron, screw.
1,168	45,892	Sirius	ditto	„	1859	- - ditto	231	5	26	2	13	0	458	659	250	iron.
1,169	45,894	Lotus	ditto	„	1863	W. M. Moss and another	207	8	24	0	15	7	460	565	70	iron, screw.
1,170	25,658	St. Patrick	ditto	„	1854	B. Allan	231	5	33	2	20	6	880	1,102	250	iron, screw.
1,171	22,938	City of Limerick	ditto	„	1855	W. Inman	280	8	34	2	23	7	1,151	1,530	256	iron, screw.
1,172	25,221	Marley Hill	ditto	„	1854	F. H. Powell and others	167	8	26	5	14	0	380	462	70	iron, screw.
1,173	45,919	Cecile	ditto	„	1863	W. M. Moss	207	4	24	2	15	7	457	563	80	iron, screw.
1,174	45,921	Kepler	ditto	„	„	W. J. Lamport and others	272	2	32	0	22	9	1,246	1,500	180	iron, screw.
1,175	9,156	Cristobal Colon	ditto	„	1854	West India and Pacific Steam Ship Company (Limited).	273	6	37	0	-	-	1,108	1,598	250	iron, screw.
1,176	45,924	Liverpool	ditto	„	1855	Birkenhead Improvement Commissioners	124	5	22	0	9	1	99	157	40	iron.
1,177	45,934	Emperor	ditto	„	1863	United Steam Tug Company	125	6	20	2	10	0	102	175	75	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,178	45,944	Persian	Liverpool 1863	1863	J. J. Bibby and others	361 8	34 0	24 3	1,770	2,075	300	iron, screw.
1,179	47,452	Peruano	ditto „	1860	Pacific Steam Navigation Company	181 5	29 5	11 5	404	629	250	
1,180	47,458	City of London	ditto „	1863	W. Inman and others	335 1	40 4	18 7	1,678	2,396	550	iron, screw.
1,181	47,460	St. Thomas	ditto „	„	West India and Pacific Steam Ship Company (Limited).	226 0	31 2	17 4	998	1,246	150	iron, screw.
1,182	47,465	Great Victoria	ditto „	1854	J. Baines and others	286 1	39 4	22 9	1,808	2,398	150	iron, screw.
1,183	42,955	Elfin	ditto „	1862	J. Baines and another	129 0	22 0	12 0	175	233	40	screw.
1,184	47,494	Bolivar	ditto „	1863	West India and Pacific Steam Ship Company (Limited).	240 0	32 5	19 7½	963	1,180	160	iron, screw.
1,185	47,497	Varina	ditto „	„	Sir M. R. S. Stewart, Bart.	105 1	15 0	8 0	41	69	39	iron, screw.
1,186	47,520	Sturdy	ditto „	„	H. B. Gilmour	95 1	17 7	7 8	52	93	45	iron.
1,187	45,610	Quickstep	ditto „	„	S. Chisholm and another	90 4	17 6	9 4	24	86	45	
1,188	47,555	Chile	ditto „	„	Pacific Steam Navigation Company	274 9	36 0	15 1	1,174	1,672	400	iron.
1,189	47,558	Royal Standard	ditto „	„	H. T. Wilson and others	269 0	40 3	19 4	1,598	2,033	250	iron, screw.
1,190	47,567	Lucy	ditto „	„	E. J. Lomnitz	215 2	20 0	10 9	193	300	140	iron.
1,191	1,472	Hayti	ditto „	1854	West India and Pacific Steam Ship Company (Limited).	260 0	30 3	20 3	878	1,122	196	iron, screw.
1,192	17,625	Clyde	ditto „	1851	F. H. Powell and others	181 4	22 0	14 0	274	403	90	iron, screw.
1,193	47,583	Ranger	ditto „	1863	J. H. Wilson	232 6	25 0	10 0	352	475	150	iron.
1,194	47,600	Pennsylvania	ditto „	„	National Steam Navigation Company	341 0	41 1	20 0	2,415	2,890	300	iron, screw.
1,195	1,891	Melita	ditto „	1853	C. E. Dixon	246 0	30 3	25 6	853	1,255	180	iron, screw.
1,196	3,062	Albion	ditto „	1844	A. B. Forwood	151 0	22 1	10 4	137	259	150	iron.
1,197	47,614	Dagmar	ditto „	1863	A. F. Egerton	130 0	21 0	8 4	95	183	95	iron.
1,198	44,932	Talbot	ditto „	1861	William Griffiths and another	93 5	19 7	11 5	62	142	70	iron.
1,199	4,615	Helena	ditto „	1854	J. Bacon	137 8	17 9	10 7	128	189	30	iron, screw.
1,200	47,629	Greyhound	ditto „	1863	H. Lafone	201 4	22 7	13 0	290	372	80	iron, screw.
1,201	47,631	Forest Queen	ditto „	„	A. B. Forwood	171 4	24 0	12 0	289	369	80	iron, screw.
1,202	29,152	Talisman	ditto 1864	1860	West India and Pacific Steam Navigation Company (Limited).	212 6	28 1	16 9	581	738	80	iron, screw.
1,203	47,635	Little Ada	ditto „	1863	Henry Lafone	120 5	18 1	10 0	95	140	40	iron, screw.
1,204	29,271	Three Daisies	ditto „	1860	W. H. Scott	65 6	16 1	6 6½	37	51	16	iron, screw.
1,205	48,751	Maggie Lauder	ditto „	1863	D. L. Cargill	90 4	20 7	9 5	69	130	60	iron, screw.
1,206	26,141	Osiris	ditto „	1855	N. D. Spartali	245 2	28 9	14 8	917	1,167	150	iron, screw.
1,207	26,142	Jabez Bunting	ditto „	1849	W. Joliffe and another	73 4	16 0	- -	24	61	35	
1,208	48,758	Mary	ditto „	1863	A. B. Forwood	197 8	30 1	9 3	279	389	120	iron.
1,209	45,170	Virginia	ditto „	„	National Steam Navigation Company (Limited)	341 8	41 2	20 4	2,418	2,888	350	iron, screw.
1,210	48,761	Bagdad Packet	ditto „	1864	Edward M'Dowell	124 6	22 0	6 1	106	141	60	iron.
1,211	48,762	Nun	ditto „	1840	Birkenhead Improvement Commissioners	101 1	20 2	- -	127	177	70	iron.
1,212	48,763	Cheshire	ditto „	1863	ditto	150 0	30 0	11 0½	400	528	100	iron.

1,213	48,764	Prince	ditto	„	1844	ditto	106	2	22	0	-	-	139	182	60	iron.
1,214	48,765	Lord Morpeth	ditto	„	1847	ditto	116	6	22	1	-	-	117	193	70	iron.
1,215	48,775	Experiment	ditto	„	1864	H. E. Falks	78	8	17	9	7	4½	72	87	16	iron, screw.
1,216	48,783	Tristram Shandy	ditto	„	„	M. J. Wilson	222	5	23	1½	9	6	211	345	160	iron.
1,217	48,815	Badger	ditto	„	„	Josiah Jones, jun.	218	8	24	3	11	6	233	376	150	iron.
1,218	2,306	Willing Mind	ditto	„	1855	Thomas Street and others	84	5	17	5½	9	5	52	82	45	
1,219	48,825	Lynx	ditto	„	1864	Richard Wright	219	7	24	1	11	5½	233	372	150	steel.
1,220	17,017	Georgina M'Caw	ditto	„	–	M. G. Klingender	179	0	26	2	-	-	373	563	250	iron.
1,221	7,476	Belgian	ditto	„	1855	Bryce Allan	298	0	38	6	-	-	1,469	2,067	375	iron, screw.
1,222	45,378	Louisiana	ditto	„	1862	National Steam Navigation Company (Limited).	307	2	39	9	25	7	1,643	2,167	300	iron, screw.
1,223	49,857	Rosetta	ditto	„	1864	W. M. Moss and others	214	0	28	9	14	3	748	972	120	iron, screw.
1,224	27,354	Flying Childers	ditto	„	1859	W. Langton and another	78	4	15	7½	8	7½	17	60	50	
1,225	18,471	Wonder	ditto	„	1857	Thomas Smith and others	112	6	18	9½	10	2½	23	127	60	iron.
1,226	49,871	Agnes Louisa	ditto	„	1864	Alfred Wilson	243	8	25	0	12	5⅘	434	578	200	iron.
1,227	49,872	Robert Todd	ditto	„	„	A. B. Forwood	157	4	24	0	12	7	218	314	80	iron, screw.
1,228	14,554	Robert Bruce	ditto	„	1852	W. Handley and others	91	8	18	8	8	2	42	83	45	
1,229	49,887	Tiger	ditto	„	1864	W. Joliffe and another	122	0	20	4½	10	8	89	170	75	iron.
1,230	49,893	Granadian	ditto	„	„	West India and Pacific Steam Ship Company (Limited).	264	2	34	5	18	2½	1,284	1,719	300	iron, screw.
1,231	49,894	Galileo	ditto	„	„	W. S. Brown and others	276	0	33	1	23	1⅘	1,271	1,525	150	iron, screw.
1,232	13,759	Barbadian	ditto	„	1856	West India and Pacific Steam Ship Company (Limited).	220	1	29	4	22	7	725	951	140	iron, screw.
1,233	3,953	Jenny Jones	ditto	„	1851	Kirkless Hall Steam Navigation Company (Limited).	139	5	19	2	9	3½	92	166	100	iron, screw.
1,234	50,252	Adventurer	ditto	„	1852	H. C. Bagot and another	59	8	12	9	7	2	25	40	20	iron, screw.
1,235	45,868	Georgia	ditto	„	1863	Edward Bates	219	0	27	2½	14	7½	427	648	200	iron, screw.
1,236	6,344	Golden Pledge	ditto	„	–	M. G. Klingender	163	4	16	0	6	5	74	109	72	iron.
1,237	3,185	Ruby	ditto	„	1854	George Edmiston	182	4	17	2	-	-	129	191	90	iron.
1,238	44,186	Columbus	ditto	„	1853	R. W. Preston	113	3	20	3	-	-	107	156	75	iron.
1,239	50,263	Mary	ditto	„	1863	Henry Lafone	125	6	22	0	9	4½	124	194	60	screw.
1,240	50,266	Relief	ditto	„	„	New Steam Tug Company (Limited)	89	2	17	5	9	2	44	104	60	iron.
1,241	50,270	Great Emperor	ditto	„	1864	W. Joliffe and another	143	7	23	1	11	8	109	252	110	iron.
1,242	50,271	Sea King	ditto	„	„	H. J. Ward	133	3	19	9	11	2	88	191	96	iron.
1,243	9,983	Champion	ditto	„	1846	John Redhead and another	80	6	16	1	-	-	31	73	45	
1,244	50,274	Erin	ditto	„	1864	National Steam Navigation Company (Limited)	370	4	41	1	20	3½	2,807	3,319	350	iron, screw.
1,245	50,276	Owl	ditto	„	„	William Quiggin	230	2	26	1	10	9	330	467	180	steel.
1,246	50,278	Pehlwan	ditto	„	„	Gilbert Cowie	101	6	17	6	8	3	51	98	45	iron.
1,247	50,279	Rustan	ditto	„	„	ditto	101	6	17	6	8	3	51	98	45	iron.
1,248	27,881	Sea Queen	ditto	„	1859	West India and Pacific Steam Ship Company (Limited).	233	6	26	4	12	9	677	836	120	iron, screw.
1,249	50,283	Damietta	ditto	„	1864	F. Chapple and others	179	4	27	2	16	3	432	565	90	iron, screw.
1,250	48,807	City of Dublin	ditto	„	„	William Inman	318	0	36	3	25	9	1,549	1,999	250	iron, screw.
1,251	50,289	Mula	ditto	„	„	Bombay and Bengal Steam Ship Company (Limited).	209	6	27	7½	16	1	548	690	110	iron, screw.
1,252	50,292	Bat	ditto	„	„	William Quiggin	230	2	26	1	10	9	326	466	180	steel.
1,253	50,296	Night Hawk	ditto	„	„	Edward Lawrence	245	0	26	8	12	2	360	560	180	iron.
1,254	50,461	Sylph	ditto	„	„	Mersey River Steam Boat Company (Limited)	126	7	16	5	7	7	77	110	35	iron.
1,255	50,462	Sprite	ditto	„	„	ditto	126	7	16	5	7	7	77	110	35	iron.

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,256	25,109	Brazilian - -	Liverpool - 1864	1852	British and American Steam Navigation Company (Limited).	274 8	37 7	- -	1,396	1,942	300	iron, screw.
1,257	50,467	Daira - - -	ditto - ,,	1864	F. Chapple and others - - - -	179 4	27 2	16 5	436	573	90	iron, screw.
1,258	50,472	Herschell - -	ditto - ,,	,,	W. J. Lamport and others - - - -	275 7	33 0½	23 1	1,288	1,543	150	iron, screw.
1,259	8,293	Triumph - - -	ditto - ,,	1856	W. Joliffe and another - - - -	89 8	16 9	9 0	19	81	80	
1,260	4,908	Eagle - - -	ditto - ,,	1845	M. J. Wilson - - - - - - -	125 2	20 8	8 5	114	154	70	iron.
1,261	47,599	Mexican - - -	ditto - ,,	1863	West India and Pacific Steam Ship Company (Limited).	238 2	32 2	16 9	1,038	1,280	140	iron, screw.
1,262	26,405	East Anglian - -	ditto - ,,	1854	W. Pennington and another - - -	180 8	24 2	13 4	268	395	70	iron, screw.
1,263	29,018	Gladiator - -	ditto - ,,	1860	T. Harrison and others - - - -	192 8	27 8	15 7	467	592	80	iron, screw.
1,264	17,769	Isabella Croll - -	ditto - ,,	1854	Donald M'Larty and another - - -	162 3	26 7	16 4	378	481	77	iron, screw.
1,265	50,484	Payta - - -	ditto - ,,	1864	Pacific Steam Navigation Company - -	263 7	38 4	14 9	997	1,344	400	iron.
1,266	50,485	Propontis - -	ditto - ,,	,,	W. H. Dixon and others - - - -	318 4	36 3	25 9½	1,554	2,004	256	iron, screw.
1,267	2,535	Northumberland -	ditto - ,,	1853	F. H. Powell - - - - - -	164 0	26 1	15 2½	363	446	70	iron, screw.
1,268	2,368	Warrior - - -	ditto - ,,	1846	Edward Griffiths and others - - -	107 6	19 7	10 1	72	142	80	iron.
1,269	50,495	Nyanza - - -	ditto - ,,	1864	F. Chapple and others - - - -	233 4	31 1	21 8	865	1,105	140	iron, screw.
1,270	50,499	Lady Darling - -	ditto - ,,	,,	Tyndall, Bright and another - - -	189 4	27 8	16 5	534	649	90	iron, screw.
1,271	51,002	Chilian - - -	ditto - ,,	,,	West India and Pacific Steam Ship Company (Limited).	214 5	30 3	18 0	1,010	1,341	200	iron, screw.
1,272	48,507	Success - - -	ditto - ,,	1863	Duncan Dow - - - - - - -	91 0	17 9	9 2	28	94	50	iron.
1,273	51,003	Stag - - -	ditto - ,,	1864	Richard Phillips - - - - - -	231 2	26 1½	11 2	300	465	180	steel.
1,274	20,594	Lizzie - - -	ditto - ,,	1857	Jonathan Dorning - - - - - -	133 6	25 0	9 0½	194	235	50	iron, screw.
1,275	51,010	Prince Arthur - -	ditto - ,,	1864	Liverpool Steam Tug Company (Limited) -	143 7	23 0½	12 0	108	253	100	iron.
1,276	51,151	Koinâ - - -	ditto - ,,	,,	Bombay and Bengal Steam Ship Company (Limited).	230 1	30 2½	17 5	707	897	120	iron, screw.
1,277	16,854	Saladin - - -	ditto - ,,	1856	W. J. Lamport and others - - - -	163 9	24 3	14 3	347	510	60	iron, screw.
1,278	4,656	Luxor - - -	ditto - ,,	1853	W. M. Moss and others - - - -	280 8	30 2	22 1½	1,212	1,420	120	iron, screw.
1,279	51,018	Deer - - -	ditto - ,,	1864	Richard Phillips - - - - - -	230 8	26 1½	11 1½	301	466	180	iron and steel.
1,280	51,019	Bhima - - -	ditto - ,,	,,	Lawry Mann - - - - - - -	256 7	32 0½	20 0½	885	1,195	150	iron, screw.
1,281	51,021	Newton - - -	ditto - ,,	,,	W. J. Lamport and others - - - -	249 5	31 3	19 9	748	1,074	80	iron, screw.
1,282	51,024	Secret - - -	ditto - ,,	,,	J. N. Beach - - - - - - -	231 0	26 1½	11 2	293	467	180	steel.
1,283	28,103	Rose Diamond -	ditto - ,,	1860	C. E. Dixon - - - - - - -	76 1	10 4	6 5	6	30	20	iron, screw.
1,284	51,034	Dream - - -	ditto - ,,	1864	J. N. Beach - - - - - - -	231 0	26 2	11 2	296	466	180	steel.
1,285	51,036	Lark - - -	ditto - ,,	,,	John Laird, jun. - - - - - -	210 8	23 1½	10 4	267	389	140	steel.
1,286	51,042	Carlo - - -	ditto - ,,	1859	C. W. Kellock - - - - - -	195 8	19 6	- -	206	289	120	iron.
1,287	17,488	Surprise - - -	ditto - ,,	1852	Thomas Redhead - - - - - -	115 1	18 1	9 8	32	111	80	
1,288	51,050	Georgia Belle - -	ditto - ,,	1864	E. J. Lomnitz - - - - - -	250 0	28 0	11 2½	452	605	220	steel and iron.
1,289	51,056	Wren - - -	ditto - ,,	,,	John Laird, jun. - - - - - -	211 1	23 2	10 4	267	389	120	steel.
1,290	51,060	Bosphorus - -	ditto - ,,	,,	W. H. Dixon and others - - - -	318 6	33 3	25 9½	1,593	2,044	256	iron, screw.

1,291	51,401	Helvetia	ditto	„	„	National Steam Navigation Company (Limited)	371	5	41	2	20	3	2,805	3,319	350	iron, screw.
1,292	25,593	*Atlas	Llanelly	1850	1850	R. J. Neville	74	0	16	5	9	0	6	79	50	iron.
1,293	29,401	Sampson	ditto	1862	1861	C. W. Neville and others	94	2	19	1	9	9	33	111	80	
1,294	44,106	Leopard	ditto	1863	„	Llanelly Steam Navigation Company	91	6	14	9	8	2	42	67	25	iron, screw.
1,295	19,890	Ranger	ditto	„	1857	W. Bowen	92	3	18	8	9	8	17	98	40	
1,296	5,896	*Post Boy	Lowestoft	1852	1843	W. B. Roe and others	69	7	11	9	5	8	17	35	16	
1,297	14,737	*Royal Victoria	ditto	1853	1837	J. O. Lever	187	0	22	8	15	4	438	615	250	
1,298	18,636	*Arab	ditto	„	1835	North of Europe Steam Navigation Company	130	6	22	5	13	2	131	303	150	
1,299	5,892	*Imperial	ditto	1854	1851	Lowestoft Railway and Harbour Company	72	6	14	5	8	7	21	66	28	
1,300	5,891	*Pursuit	ditto	„	1843	- - ditto	62	1	14	0	7	7	12	46	20	
1,301	10,096	Powerful	ditto	1859	1856	J. B. Owen	84	2	18	1	9	0	20	81	40	
1,302	12,602	*Norfolk Hero	Maryport	1853	1848	W. and T. Joliffe	73	3	14	9	8	7	19	65	33	
1,303	12,603	*Rambler	ditto	„	1846	Maryport Steam Shipping Company	69	9	14	0	8	0	15	55	28	
1,304	12,601	*Senhouse	ditto	1855	1854	- - ditto	80	3	16	2	9	3	32	95	50	
1,305	18,261	Maryport	ditto	1859	1858	- - ditto	108	0	18	7	9	7	34	122	70	iron.
1,306	19,733	Harriet	Middlesbro'	1861	1857	H. W. F. Bolckow and another	199	4	25	1	14	7	401	496	70	iron, screw.
1,307	28,654	Ann	ditto	„	1860	- - ditto	210	0	28	6	17	5	467	688	130	iron, screw.
1,308	19,482	Middlesbrough	ditto	„	1857	- - ditto	142	6	20	1	10	9	161	237	40	iron, screw.
1,309	7,754	Tartar	ditto	„	1853	W. Fallows and others	79	2	16	5	8	0	21	61	30	
1,310	7,318	Firebrand	ditto	„	1847	C. C. Duncan	74	9	16	1	8	6	15	60	34	
1,311	6,333	Commodore	ditto	„	„	- - ditto	85	0	16	4	8	7	26	69	40	
1,312	23,741	Belmont	ditto	„	1853	Stockton and Darlington Railway Company	81	9	17	0	9	0	19	73	35	
1,313	4,985	Catherine	ditto	„	1842	George Dixon and another	71	3	13	0	6	1	14	33	16	
1,314	26,957	Little Western	ditto	„	1844	John Wake and another	77	4	11	6	6	1	12	32	14	
1,315	6,234	Jane and Phœbe	ditto	„	1852	Stockton and Darlington Railway Company	72	7	15	9	8	2	13	50	35	
1,316	29,483	River Queen	ditto	„	1861	William Duncan and others	95	1	15	2	6	4	46	65	20	iron.
1,317	16,220	Ironmaster	ditto	„	1856	H. W. F. Bolckow and another	178	5	24	5	13	0	268	394	80	iron, screw.
1,318	29,484	River King	ditto	1862	1862	C. C. Duncan and others	91	6	14	0	7	2	32	59	19	
1,319	19,873	Walker	ditto	„	1857	Joseph Dodds	83	0	16	3	8	8	14	66	30	
1,320	45,141	Confidence	ditto	„	1862	John Askew	98	8	18	4	9	1	37	103	50	
1,321	45,142	Integrity	ditto	„	„	John Sharp and another	81	4	16	4	8	9	22	69	28	
1,322	2,476	Pilot	ditto	„	1848	Francis Sill	68	4	15	6	8	2	12	47	38	
1,323	45,143	Progress	ditto	1863	1862	Corporation of Middlesbro'	51	0	14	8	3	7	8	19	12	
1,324	45,144	Gladstone	ditto	„	1863	J. W. Pease and others	207	6	28	5	14	2	506	650	110	iron, screw.
1,325	45,145	Fearless	ditto	„	„	E. T. Hankey	82	6	17	2	8	3	27	75	30	
1,326	9,775	Cardinal Wolsey	ditto	„	1845	W. Duncan and others	104	1	12	1	5	8	31	44	20	iron.
1,327	47,052	Victor	ditto	„	1863	F. J. Leach and others	90	2	17	5	8	9	22	79	40	
1,328	47,053	Champion	ditto	„	„	- - ditto	93	1	14	6	6	6	23	48	25	
1,329	2,744	Secret	ditto	„	1851	J. Wilson and others	69	5	14	1	7	0	11	39	24	
1,330	47,056	Confidence	ditto	1864	1864	F. J. Leach	97	3	18	1	9	1	28	91	50	
1,331	47,059	Eston Nab	ditto	„	„	H. W. F. Bolckow and another	96	8	17	1	8	3	63	92	30	screw.
1,332	47,060	Nelly	ditto	„	„	Thomas Vaughan	95	4	12	2	6	3	26	50	26	iron.
1,333	49,684	Gleaner	ditto	„	„	John Sharp and another	81	7	17	3	8	9	23	72	30	
1,334	49,687	Swan	ditto	„	„	W. Fallows and others	86	6	16	5½	8	9	21	73	34	
1,335	49,688	Arrow	ditto	„	„	F. J. Leach	91	3	18	1	9	1	25	85	60	
1,336	27,689	Pembrokeshire	Milford	1864	1860	Thomas Jackson	71	8	15	4	7	5	28	41	24	screw.
1,337	- -	*Ann and Jane	Newcastle	1825	1823	John Johnston	67	6in.	16	11in.	9	1in.	27	–	–	
1,338	- -	*Majestic	ditto	1826	1826	Robert Johnston and others	52	2in.	14	8½in.	7	11in.	21	–	–	
1,339	- -	*Ocean	ditto	1834	1834	William Innis and another	57	10in.	12	4in.	6	0	18	–	–	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,340	11,894	*John and William	Newcastle - 1838	1838	John Cooper and others	70 8	14 5	8 2	23	64	30	
1,341	- -	*X. L.	ditto - „	1827	Ralph Wilson	44 6in.	11 0	6 4in.	11	–	–	
1,342	- -	*Prince Albert	ditto - 1842	1842	Thomas Ellis	66 2	13 4	7 8	15	52	–	
1,343	7,267	*Laurel	ditto - 1843	„	Matthew Harrison and another	70 0	11 7	6 1	19	38	15	
1,344	- -	*Martello	ditto - „	1843	Campbell & Co.	71 0	12 2	6 2	19	41	–	
1,345	- -	*William and Mary	ditto - „	„	William Tase	73 7	15 6	8 7	25	76	–	
1,346	- -	*Don	ditto - 1845	1845	John Wilson	59 5	12 7	7 0	13	37	–	
1,347	- -	*Admiral	ditto - „	1843	Anthony Strong and others	73 3	16 0	8 7	23	76	–	
1,348	- -	*Mary	ditto - „	1833	William Brown and others	52 2	12 4	6 8	11	32	–	
1,349	7,627	*Joseph and William	ditto - „	1845	William Burrell	63 7	12 7	7 9	14	45	20	
1,350	- -	*Ranger	ditto - 1847	1847	Anthony Strong	83 4	17 2	9 3	20	92	–	
1,351	4,999	*Margaret	ditto - „	1839	John Forster and another	55 7	12 8	6 9	13	37	20	
1,352	22,565	*Industry	ditto - 1852	1852	George Reed	71 7	13 3	7 4	10	42	–	
1,353	3,693	*Robert and Jane	ditto - 1853	1847	James Wilson	65 6	11 3	6 0	13	31	14	
1,354	26,276	*John Bowes	ditto - „	1852	C. M. Palmer and others	148 9	25 7	15 6	375	486	70	
1,355	22,585	*Wanderer	ditto - „	1843	D. Cunningham	70 5	11 6	6 2	15	35	14	
1,356	1,970	*Blessing	ditto - 1854	1838	William Heads	59 9	13 7	7 7	12	47	–	
1,357	22,606	Waterman	ditto - „	1854	J. and R. Stark	65 3	13 4	7 3	11	37	18	
1,358	14,507	*Normanby	ditto - 1855	1855	C. M. Palmer	150 0	22 9	13 0	267	353	50	iron, screw.
1,359	30,417	*Victoria	ditto - „	„	William Smith	119 4	22 2	14 0	78	274	180	
1,360	22,602	Lord Raglan	ditto - „	„	Tyne Steam Shipping Company (Limited)	190 3	27 1	13 9	351	516	86	iron, screw.
1,361	22,965	Carbon	ditto - „	„	Thomas Headley and others	174 7	27 6	19 0	399	587	80	iron, screw.
1,362	3,279	Otter	ditto - „	„	Tyne Steam Shipping Company (Limited)	188 2	25 0	15 7	322	473	80	iron, screw.
1,363	7,269	Olive	ditto - 1856	1848	John Swanston and others	75 4	13 8	6 7	14	39	18	
1,364	14,503	Alma	ditto - „	1855	R. Moore	73 0	13 9	7 0	12	41	20	
1,365	14,506	Blaydon	ditto - „	1856	Cowan and Douglas	72 9	14 4	7 6	10	45	20	
1,366	12,908	Wards	ditto - 1857	1857	Robert Redhead and another	77 7	15 1	8 1	12	54	25	
1,367	15,650	Jarrow	ditto - „	„	C. M. Palmer	91 4	15 4	7 0	25	63	30	
1,368	7,255	William Cargill	ditto - „	1850	Crone and Archer	67 5	12 5	7 1	10	35	15	
1,369	20,255	Felling	ditto - „	1857	Jonathan Hall and others	69 2	13 7	7 6	11	40	20	
1,370	20,256	Bonnie Dundee	ditto - „	„	James Armour	71 8	14 7	7 7	10	41	24	
1,371	20,741	Sir Colin Campbell	ditto - 1858	1858	G. R. Turnbull and another	73 8	14 9	7 0	13	47	22	
1,372	20,742	British Queen	ditto - „	1842	Robert Turnbull	63 0	15 7	7 4	16	50	18	
1,373	20,744	Mystery	ditto - „	1858	William Brown and others	74 4	14 7	7 8	10	50	21	
1,374	21,286	Bon Accord	ditto - „	„	G. Forster and others	74 0	14 9	7 0	11	45	20	
1,375	2,072	Honor	ditto - „	1853	John Lakey	69 4	13 9	7 0	11	38	18	
1,376	21,288	Lomonosoff	ditto - „	1858	Thomas Henderson	109 4	19 9	10 0	63	122	60	iron.
1,377	21,290	Edward Hawkins	ditto - „	„	Thomas Hodson and others	227 5	32 0	17 5	798	968	90	iron, screw.
1,378	26,874	Berbice	ditto - „	1859	Hugh Sproston and others	181 5	21 6	9 0	178	282	120	iron.

1,379	26,875	Rosamond	-	-	ditto	-	1859	„	John Batey and others	-	-	-	-	71	7	14	5	7	0	12	47	21	
1,380	26,876	Pasha	-	-	ditto	-	„	„	Sir Samuel Cunard, Bart.	-	-	-	-	92	0	25	3	8	4	99	179	25	iron, screw.
1,381	26,877	Towneley	-	-	ditto	-	„	1858	Addison, Potter and others	-	-	-	-	66	1	14	1	6	6	13	43	26	iron.
1,382	26,878	Boston	-	-	ditto	-	„	1859	J. D. Bootiman and others	-	-	-	-	71	0	14	3	7	7	12	47	24	
1,383	27,896	Cygnet	-	-	ditto	-	„	„	Charles Lodge	-	-	-	-	70	0	14	2	7	0	10	43	20	
1,384	27,897	Dart	-	-	ditto	-	„	1849	Thompson, Hutchinson and another	-	-			71	1	13	9	6	8	9	36	18	
1,385	28,315	Pilot	-	-	ditto	-	1860	1860	W. T. Turnbull and another	-	-	-		82	4	16	3	8	9	19	67	30	
1,386	28,323	Garibaldi	-	-	ditto	-	„	„	Tyne General Ferry Company	-	-	-		89	6	16	0	5	8	44	71	20	iron.
1,387	27,898	Onward	-	-	ditto	-	„	„	William Armstrong	-	-	-	-	76	2	15	3	8	1	11	55	25	
1,388	22,618	Forrester	-	-	ditto	-	„	1840	John Dobson and another	-	-	-	-	75	0	13	0	6	0	11	37	18	
1,389	29,105	Mary	-	-	ditto	-	„	1860	John Lakey and others	-	-	-	-	71	4	14	2	7	6	17	45	30	
1,390	19,385	Scottish Maid	-	-	ditto	-	„	„	Charles Stein	-	-	-	-	76	1	15	7	8	2	12	56	26	
1,391	29,108	North Star	-	-	ditto	-	1861	1861	Henry Carr	-	-	-	-	74	0	15	6	8	0	18	54	25	
1,392	29,114	Harry Clasper	-	-	ditto	-	„	„	Tyne General Ferry Company	-	-	-		115	6	16	7	7	5	70	103	40	iron.
1,393	2,174	Saint Clare	-	-	ditto	-	„	1853	Robert Forster	-	-	-	-	70	0	13	9	7	0	11	36	18	
1,394	29,119	Punch	-	-	ditto	-	„	1856	Tyne General Ferry Company	-	-	-		60	8	15	4	5	7	20	37	20	iron.
1,395	29,121	Anthony Nichol	-		ditto	-	„	1861	Thomas Thompson and others	-	-	-		71	5	15	3	7	7	14	45	21	
1,396	26,963	Express	-	-	ditto	-	„	1848	Robert Tait and others	-	-	-	-	72	3	13	3	6	5	10	35	18	
1,397	29,122	Percy	-	-	ditto	-	„	1861	Dennis Cunningham	-	-	-	-	66	8	12	5	6	8	10	33	18	
1,398	43,591	Alderman Ridley		-	ditto	-	„	„	Coleraine Town Commissioners	-	-	-		75	1	15	3	8	4	17	54	74	
1,399	29,116	Patriot	-	-	ditto	-	„	„	Hogg & Company	-	-	-	-	71	7	15	2	7	6	14	44	21	
1,400	43,595	Wansbeck	-	-	ditto	-	„	„	Tyne General Ferry Company	-	-	-		97	5	16	3	5	6	37	56	30	iron.
1,401	3,620	Chevey Chase	-	-	ditto	-	„	1848	Tyne Steam Shipping Company	-	-	-		161	2	24	1	13	0	254	332	80	iron, screw.
1,402	22,574	Elba	-	-	ditto	-	„	1855	General Steam Navigation Company	-	-			200	5	28	0	16	5	448	660	80	iron, screw.
1,403	43,597	Briton	-	-	ditto	-	„	1861	Robert Moore	-	-	-	-	71	8	14	6	7	2	14	41	70	iron, screw.
1,404	43,598	Prince of Wales		-	ditto	-	„	„	Charles Carr	-	-	-	-	75	3	15	3	8	1	15	50	22	iron.
1,405	10,170	Chesapeake	-	-	ditto	-	„	1853	John Rogerson	-	-	-	-	74	8	15	2	8	2	40	64	25	
1,406	2,477	Collingwood	-	-	ditto	-	1862	1842	Robert Redhead and another	-	-	-		56	6	13	7	6	7	9	29	14	
1,407	43,611	Tynemouth	-	-	ditto	-	„	1862	Tyne General Ferry Company	-	-	-		94	0	14	2	6	2	33	49	20	
1,408	43,612	Montrose	-	-	ditto	-	„	„	John and Francis Batey	-	-	-	-	73	3	15	2	7	8	19	51	20	
1,409	43,613	Mary Jane	-	-	ditto	-	„	„	Tyne General Ferry Company	-	-	-		94	0	14	3	6	2	34	49	24	iron.
1,410	15,710	Dart	-	-	ditto	-	„	1844	- - ditto	-	-	-	-	71	5	12	6	6	1	16	35	15	
1,411	43,618	Ravenna	-	-	ditto	-	„	1862	Antonio Gabrielli	-	-	-	-	62	0	12	5	7	8	14	34	25	iron, screw.
1,412	43,619	Newcastle	-	-	ditto	-	„	„	Tyne General Ferry Company	-	-	-		94	0	14	3	6	2	34	49	20	iron.
1,413	43,620	James Mason	-	-	ditto	-	„	„	F. J. Barry	-	-	-	-	82	1	16	0	8	7	25	66	35	
1,414	7,299	Amazon	-	-	ditto	-	„	1856	Hopper Jopling	-	-	-	-	72	6	13	9	7	1	12	42	20	iron.
1,415	45,148	Walker	-	-	ditto	-	„	1862	Tyne General Ferry Company	-	-	-		94	0	14	3	6	2	34	49	20	
1,416	2,108	Marshall	-	-	ditto	-	„	1852	Robert Lough, senior and junior	-	-	-		67	0	14	2	6	8	9	33	17	
1,417	14,510	Kitten	-	-	ditto	-	„	1856	Tyne Steam Shipping Company (Limited)		-			50	0	17	1	5	9	11	25	20	screw.
1,418	7,263	Brigadier	-	-	ditto	-	„	1855	- - ditto	-	-	-	-	170	3	24	7	13	6	302	444	70	iron, screw.
1,419	25,362	Gemariah	-	-	ditto	-	1863	1834	R. Tweddell and another	-	-	-	-	58	4	15	0	7	9	13	40	23	
1,420	45,158	Mulgrave	-	-	ditto	-	„	1863	A. Potter	-	-	-	-	131	2	25	0	12	0	203	270	40	iron, screw.
1,421	2,165	Rainbow	-	-	ditto	-	„	1854	J. Hopper, jun.	-	-	-	-	70	7	14	1	6	8	14	37	17	
1,422	45,159	Adriatic	-	-	ditto	-	„	1863	C. M. Palmer	-	-	-	-	152	3	15	0	7	1	96	136	65	iron.
1,423	45,160	Robert Chambers		-	ditto	-	„	„	Tyne General Ferry Company	-	-	-		96	4	14	1	6	6	35	51	20	iron.
1,424	45,161	Gateshead	-	-	ditto	-	„	„	- - ditto	-	-	-	-	96	4	14	1	6	6	35	51	20	iron.
1,425	45,166	Louise Crawshay		-	ditto	-	„	„	- - ditto	-	-	-	-	96	4	14	1	6	6	35	51	20	iron.
1,426	45,162	Cowen	-	-	ditto	-	„	1859	Tyne Improvement Commissioners	-	-	-		84	2	17	2	9	1	24	79	35	
1,427	45,163	Commissioner	-	-	ditto	-	„	1862	- - ditto	-	-	-	-	90	6	19	5	9	5	34	102	45	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,428	45,164	Progress	Newcastle 1863	1863	Tyne Improvement Commissioners	85 2	17 8	9 2	22	82	38	
1,429	45,165	R. T. C., No. 1	ditto „	1862	ditto	99 6	28 0	11 3	139	239	22	iron, screw.
1,430	47,764	Joseph Straker	ditto „	1863	J. Straker and others	203 3	28 2	16 0	573	714	90	iron, screw.
1,431	5,360	Ocean Queen	ditto „	1854	Tyne Steam Shipping Company (Limited)	140 6	18 8	9 7	156	196	50	iron, screw.
1,432	47,774	Admiral	ditto 1864	1864	ditto	207 5	26 0	14 7	509	626	120	iron, screw.
1,433	29,106	Sentinel	ditto „	1860	ditto	192 0	24 3	13 6½	402	551	100	iron, screw.
1,434	47,779	Mercury	ditto „	1864	Charles M. Palmer and others	200 3	28 1½	16 9½	562	727	90	iron, screw.
1,435	47,780	Heaton Hall	ditto „	„	Addison Potter	200 4	28 1	17 0½	562	727	90	iron, screw.
1,436	28,314	CharlotteAnneWilliamson	ditto „	1860	Tyne General Ferry Company	114 4	16 6	7 0	50	82	40	iron.
1,437	3,785	Vespers	ditto „	1841	Richard Horton	59 5	12 9	6 6	12	31	9	
1,438	49,613	Eleanor	ditto „	1864	William Wells	130 3	20 2	10 6½	99	167	80	iron.
1,439	49,614	Black Swan	ditto „	„	T. E. Smith and others	179 1	27 3	14 7½	443	561	70	iron, screw.
1,440	49,618	William and Jane	ditto „	1863	William Robson	42 9	14 6	4 7	13	17	3	screw.
1,441	49,619	Behera	ditto „	1864	C. D. Barker and another	241 0	32 7	17 0	1,142	1,389	200	iron, screw.
1,442	49,621	North Eastern	ditto „	„	William Peel and others	50 0	16 6	5 5	20	26	9	screw.
1,443	7,266	Caledonia	ditto „	1846	Ralph Robson	76 3	15 6	8 3	12	55	26	
1,444	49,623	Shearwater	ditto „	1864	George Luckley and others	198 1	28 0	16 4½	569	712	90	iron, screw.
1,445	49,627	Judy	ditto „	„	Tyne General Ferry Company	66 0	15 8	5 8	15	42	16	iron.
1,446	29,722	Royal Charlie	ditto „	1861	Robert Redhead and another	71 1	15 0	8 0	17	48	20	
1,447	49,629	Saida	ditto „	1864	C. D. Barker and another	240 6	32 7½	17 0½	1,109	1,352	200	iron, screw.
1,448	49,632	Eliza	ditto „	„	Tyne General Ferry Company	96 1	13 9	6 3	36	51	20	iron.
1,449	12,141	Isle of Arran	ditto „	1838	W. Adamson and others	129 4	19 3	10 0½	111	138	30	screw.
1,450	49,634	Bebside	ditto „	1864	R. B. Byass and others	185 0	28 0	16 1	449	596	80	iron, screw.
1,451	22,642	Newcastle	ditto „	1847	Andrew Guthrie and others	75 9	13 6	6 2	12	36	18	
1,452	49,635	Brancepeth	ditto „	1864	Joseph Straker and others	203 0	28 0	16 6	595	747	90	iron, screw.
1,453	49,641	Dragoon	ditto „	„	Tyne Steam Shipping Company (Limited)	199 8	28 0½	17 4	579	744	95	iron, screw.
1,454	49,643	Fusilier	ditto „	„	ditto	154 0	21 4	13 1½	239	323	50	iron, screw.
1,455	49,644	Willington	ditto „	„	C. D. Barker	110 0	19 2	10 8	85	151	65	
1,456	49,645	Wyvern	ditto „	„	C. Hutchinson and others	203 0	28 1	17 4½	587	755	98	iron, screw.
1,457	45,651	Sussex	Newhaven 1862	1862	London, Brighton, and South Coast Railway Company.	110 0	17 8	9 9	93	135	32	iron, screw.
1,458	45,652	Normandy	ditto 1863	1863	ditto	112 6	17 9	10 2	107	149	32	iron, screw.
1,459	45,653	Alexandra	ditto „	„	ditto	203 8	23 0	11 0	204	325	200	iron.
1,460	50,311	Marseilles	ditto 1864	1864	ditto	213 9	23 4	11 3	296	394	180	iron.
1,461	16,992	Orleans	ditto „	1856	ditto	187 2	21 6	9 9	138	270	160	iron.
1,462	16,991	Lyons	ditto „	„	ditto	189 2	21 8	9 9	139	269	160	iron.
1,463	10,691	*Phœnix	Newport 1851	1848	Charles Hall	83 9	15 7	9 2	36	92	50	
1,464	13,002	Carrs	ditto 1855	1852	Samuel Homfray	72 5	13 9	7 7	19	54	35	
1,465	26,800	Thomas Powell	ditto 1856	1856	H. Pritchard and others	161 6	25 5	14 6	272	401	70	iron, screw.

1,466	49,697	Isca	ditto	1864	1864	Ann Burton and another	82 8	16 0½	7 3	52	65	20	iron, screw.		
1,467	13,864	Duke of Buccleugh	Penzance	1859	1830	James Bennett	77 1	13 3	7 8	20	49	15			
1,468	5,734	*Queen	Plymouth	1846	1845	Devon and Cornwall Tamar Steam Packet Company (Limited).	68 5	13 5	7 0	29	52	28			
1,469	5,669	*Lord Yarborough	ditto	1852	1826	James Blackmore and others	86 2	12 3	9 3	36	79	60			
1,470	5,722	Gipsy	ditto	1855	1845	St. Germans and Saltash Steam-boat Company	72 0	12 2	6 5	29	46	22	iron.		
1,471	23,310	Emperor	ditto	1856	1842	Devon and Cornwall Tamar Steam Packet Company (Limited).	89 1	14 0	6 9	46	73	32	iron.		
1,472	19,786	Fairy	ditto	1857	1857	St. Germans and Saltash Steam-boat Company	98 9	14 4	6 0	37	59	40			
1,473	15,975	Willington	ditto	„	1856	Devon and Cornwall Tamar Steam Packet Company (Limited).	84 0	17 0	9 2	13	75	40			
1,474	13,861	Earl of Malmesbury	ditto	1858	1825	Earl of Mount Edgcumbe	107 4	17 2	9 7	59	109	50			
1,475	9,066	Mystery	ditto	1859	1845	W. S. Andrews	79 5	11 0	7 0	24	36	40	iron, screw.		
1,476	21,528	Princess	ditto	1861	1844	Devon and Cornwall Tamar Steam Boat Company (Limited).	110 5	14 0	7 5	44	69	40	iron.		
1,477	44,334	Volunteer	ditto	1862	1862	Robinson Ridley	86 2	16 3	7 1	31	59	45			
1,478	13,941	Contractor	ditto	1863	1849	H. Lee and another	85 9	16 7	9 5	35	85	40			
1,479	13,271	Purbeck	Poole	1850	1850	W. J. Pike and another	72 0	13 0	6 7	22	47	20	iron.		
1,480	44,286	Royal Albert	ditto	1864	1862	Charlotte Fayle	78 4	16 5	8 5	9	58	30			
1,481	19,683	Her Majesty	Portsmouth	1851	1850	Portsmouth and Ryde Steam Packet Company	129 1	14 0	7 2	49	75	40	iron.		
1,482	19,687	*Princess Royal	ditto	„	„	- - ditto	107 6	13 2	8 3	57	87	40			
1,483	19,684	*Prince of Wales	ditto	„	„	- - ditto	107 6	13 2	8 3	57	87	40			
1,484	19,685	*Prince Albert	ditto	„	1847	- - ditto	96 0	12 4	8 1	46	67	50			
1,485	19,680	*Ranger	ditto	1853	1851	William Ray	72 5	14 8	8 6	22	44	35			
1,486	27,721	Prince Consort	ditto	1859	1859	Portsmouth and Ryde United Steam Packet Company.	154 5	15 1	6 7	65	104	60	iron.		
1,487	19,412	Monarch	ditto	1862	1835	E. T. Frazer	68 0	14 4	7 6	9	48	28			
1,488	16,161	Isabella	ditto	1864	1856	Robert Turnbull and another	76 2	15 5	8 6	9	58	30			
1,489	17,230	Prince of Wales	Preston	1843	1842	Frederick Kemp and others	159 6	24 6	13 5	279	466	260			
1,490	19,448	Lily	ditto	1852	1839	Alsop & Smith	82 6	13 2	8 0	50	76	34	iron.		
1,491	14,922	Alice	ditto	„	1843	- - ditto	56 0	13 0	6 9	10	34	16			
1,492	45,671	Minnow	ditto	1864	1858	William Allsup	119 8	14 3	7 0	43	68	40	iron.		
1,493	17,039	Ocean Bride	ditto	„	1853	- - ditto	70 5	14 9	7 0	17	41	30			
1,494	45,672	Kate	ditto	„	1861	Andrew Leighton	37 0	8 8	4 6	6	10	10	screw.		
1,495	19,965	*Stour	Ramsgate	1848	1848	Corporation of Sandwich	57 8	12 5	6 6	10	31	19			
1,496	9,410	*Lee	Rochester	1840	1840	William Lee	89 4	16 8	6 2	46	71	24			
1,497	20,086	City of Rochester	ditto	1849	1849	Giles & Boucher	123 0	14 0	7 7	46	73	40			
1,498	25,451	*Alma	ditto	1855	1855	- - ditto	118 4	12 7	6 6	48	69	32			
1,499	14,882	Don	ditto	1861	1851	- - ditto	76 4	15 2	7 9	18	54	30			
1,500	18,053	Lass o' Gowrie	ditto	1862	1856	W. W. Ford	79 6	16 7	9 0	12	65	27			
1,501	45,514	Gazelle	ditto	1863	1860	W. Haymen	47 3	6 7	3 9	5	9	16	iron, screw.		
1,502	45,526	North Kent	ditto	„	1863	W. Giles and another	100 0	12 6	6 5	30	46	24			
1,503	20,230	*Erin	Rye	1854	1851	Commissioners of Rye Harbour	74 5	13 4	7 3	21	52	28			
1,504	3,950	Queen	St. Ives	1852	1852	Bristol and Hayle Steam Packet Company	158 6	21 2½	11 3	178	295	160	iron.		
1,505	45,490	Superb	Scarborough	1864	1853	James Swallow and others	102 6	18 2½	9 4	44	108	55	iron.		
1,506	45,493	Lady Sondesborough	ditto	„	1857	- - ditto	97 7	17 9	9 3	53	102	60	iron.		
1,507	19,050	Little Western	Scilly	1858	1858	T. J. Buxton and others	115 9	18 5	9 4	67	115	35	iron, screw.		
1,508	14,572	*Waterston	Shields	1848	1848	E. M. Matthews	66 3	13 4	8 1	16	51	23			
1,509	7,650	*Morleys	ditto	1849	1827	T. Sarquison	59 8	12 2	7 2	19	46	16			

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,510	2,449	*Britannia	Shields - 1849	1849	Pearson & Co.	71 4	14 8	8 5	19	63	30	
1,511	4,989	*Northumberland	ditto - 1850	1837	North and South Shields Ferry Company	65 9	16 6	8 4	18	74	33	
1,512	2,443	*Blyth	ditto - 1851	1851	W. J. Sydney and another	71 0	14 8	8 3	23	63	26	
1,513	26,138	*Victory	ditto - „	„	John Pletts	78 3	15 8	8 8	23	77	36	
1,514	2,020	*Grace Darling	ditto - „	„	William Cowry	61 6	10 9	6 4	11	28	12	
1,515	10,168	*Conqueror	ditto - „	„	William Hall	75 0	14 5	8 7	25	69	30	
1,516	40,171	*Tam O'Shanter	ditto - „	„	Robert Chisholm	74 8	14 6	8 9	19	66	30	
1,517	12,109	*Vigilant	ditto - 1852	„	Marquis of Titchfield	78 0	16 2	9 1	33	89	50	
1,518	-	*Henry Wright	ditto - „	1852	H. G. Graham and another	93 8	18 0	9 7	42	113	50	
1,519	7,643	*Roberts & Ann	ditto - „	1843	James Calder and another	66 2	14 3	8 0	18	57	26	
1,520	26,140	*Welcome	ditto - „	1847	Edward Scott	67 2	14 4	8 1	14	55	29	
1,521	10,174	*Avenger	ditto - 1853	1848	Alexander Petrie	75 9	14 9	8 8	22	54	–	
1,522	15,259	*John Lee	ditto - „	1847	G. Stokel	60 0	12 9	7 1	10	36	18	
1,523	7,633	*Test	ditto - „	1853	A. R. Grant	79 5	15 5	9 2	31	82	35	
1,524	10,179	*Economy	ditto - „	1848	William Minto	65 0	13 8	7 9	17	51	26	
1,525	4,963	*Margaret and Mary	ditto - „	1837	J. Pearson	57 8	14 1	7 2	14	43	20	
1,526	10,169	*Jubilee	ditto - 1854	1847	Thompson & Co.	66 4	13 6	8 1	14	49	22	
1,527	10,166	*Lees	ditto - „	1853	Robert Lee & Son	73 0	14 3	8 5	21	62	25	
1,528	10,165	*Harmony	ditto - „	1847	J. and W. Dial	66 1	13 2	8 0	14	48	20	
1,529	2,083	*Brilliant	ditto - „	1849	Brown & Co.	62 2	12 3	7 0	14	38	13	
1,530	7,645	*Albion	ditto - „	1852	R. Dawson	69 8	14 6	8 2	18	59	25	
1,531	2,450	*Netherton	ditto - „	1838	A. Wardropper and another	60 5	13 8	7 3	13	45	20	
1,532	-	*Queen	ditto - „	1854	William Scott	81 2	13 6	7 4	63	83	–	
1,533	15,258	*Active	ditto - „	1836	William and John Armstrong	63 3	13 6	7 5	13	48	25	
1,534	2,038	*Rob Roy	ditto - 1855	1855	James Cowperthwaite	73 2	13 3	7 5	20	50	20	
1,535	2,166	Brothers	ditto - „	„	George Heads and others	82 0	16 0	8 0	28	81	35	
1,536	2,115	William and Mary	ditto - „	„	Richard Dixon	71 2	14 6	7 5	21	54	20	
1,537	2,155	British Warrior	ditto - „	„	William Bell and others	76 3	15 0	8 1	27	65	26	
1,538	4,998	Tarset	ditto - „	1835	William Moore	56 3	14 6	7 0	7	38	18	
1,539	22,641	Princess	ditto - „	1841	H. Stewart and another	72 6	12 4	6 7	15	41	16	
1,540	7,630	General Pelissier	ditto - 1856	1855	Marshall Tweddell	89 0	18 0	9 0	19	89	55	
1,541	15,260	Sir George Grey	ditto - „	1856	John Caldwell and others	84 0	16 0	9 0	49	78	40	
1,542	17,044	Expert	ditto - „	„	J. R. Lawson	75 2	15 3	8 0	10	52	25	
1,543	17,043	Enterprize	ditto - „	„	P. Cooper & Co.	80 8	15 5	8 0	10	60	30	
1,544	17,058	Apollo	ditto - „	„	George Burnett	78 6	15 9	9 5	17	63	30	
1,545	18,059	Earl Percy	ditto - 1857	1857	Robert Lough	81 0	16 0	8 7	13	63	30	
1,546	18,060	Olive Branch	ditto - „	„	Pearson and Stokes	75 3	15 2	8 0	12	54	26	
1,547	10,106	Thomas and Mary	ditto - „	„	Thomas Dawson and Son	83 7	17 6	9 3	12	77	43	
1,548	12,597	Telegraph	ditto - „	„	John Bewick and others	79 5	15 8	8 0	13	62	30	

1,549	13,313	Restless	ditto	„	„	Mary Brookbank	81	4	16	8	8	0	17	68	30
1,550	13,315	Alacrity	ditto	„	„	Robert Ray	75	8	15	0	8	0	11	56	26
1,551	14,958	Chanticleer	ditto	„	„	B. Pearson and another	75	8	15	0	8	4	12	54	25
1,552	15,992	Bests	ditto	„	„	A. Bullock and another	77	0	16	0	8	0	9	62	28
1,553	15,999	Gosforth	ditto	„	„	E. Knox and others	75	8	14	9	7	0	13	52	26
1,554	19,394	Lass o' Gowrie	ditto	„	„	Lamb and Verdy	80	9	16	0	8	5	14	62	30
1,555	19,399	Fury	ditto	„	„	Jacob and Robert Tweedy	80	7	17	1	9	0	16	69	30
1,556	8,945	Goliah	ditto	„	1854	T. B. and C. D. Barker	80	5	15	9	8	8	13	64	33
1,557	20,438	Lion	ditto	1858	1858	ditto	85	4	16	0	9	0	17	75	37
1,558	16,791	Tyne	ditto	„	1857	William Thorp	84	0	16	3	8	6	11	68	35
1,559	21,452	Life Guard	ditto	„	1858	John Robson	79	7	16	2	8	0	12	60	29
1,560	21,457	Champion	ditto	„	„	George Lamb and others	79	6	15	8	8	7	18	61	30
1,561	21,458	Bull Dog	ditto	„	„	R. Russell and others	78	9	16	1	8	5	13	61	30
1,562	21,740	Amelia	ditto	„	„	Thomas Dawson and others	82	3	16	4	9	0	16	69	36
1,563	4,938	Waterwitch	ditto	„	1843	William and John Reed	68	2	15	2	7	0	5	46	30
1,564	19,681	Chieftain	ditto	„	1850	William Clasper	70	3	15	0	8	3	13	47	26
1,565	22,668	Imperial Prince	ditto	„	1858	George Chisholm and another	80	0	15	0	9	5	16	63	25
1,566	22,673	Victoria	ditto	1859	1859	William Catt	81	5	16	5	8	0	16	66	30
1,567	27,351	Echo	ditto	„	„	William Gibson	81	6	16	0	8	0	14	66	30
1,568	27,355	Leander	ditto	„	„	George Chisholm and others	82	6	16	0	8	0	21	70	30
1,569	27,358	Pilot	ditto	„	„	Robert Gray and others	86	9	18	5	9	0	21	83	38
1,570	27,359	Vixen	ditto	„	„	W. Stephenson, jun., and others	81	2	16	0	9	1	19	66	30
1,571	27,364	Blue Bonnet	ditto	„	„	John Spence and others	74	5	14	9	7	0	14	46	20
1,572	27,370	Robert Pow	ditto	„	„	Henry Gibson and others	85	8	16	7	8	0	19	68	30
1,573	27,700	Samson	ditto	„	„	William Milburn and others	81	9	16	3	9	0	18	68	35
1,574	27,702	John Usher	ditto	„	„	Joseph Ostend and another	85	0	17	3	9	0	23	74	35
1,575	27,704	Liberty	ditto	„	„	Thomas Vardy and another	80	3	14	9	8	0	20	57	30
1,576	27,713	J. P. Almond	ditto	1860	1860	Thomas Crawford	76	6	15	6	8	0	16	57	25
1,577	27,715	Vigilant	ditto	„	„	George Stephenson and another	77	0	16	1	8	6	14	56	25
1,578	28,571	Blue Jacket	ditto	„	„	James Mouat	85	7	17	4	9	0	23	76	40
1,579	28,572	Hope	ditto	„	„	Thomas Smith	68	5	14	5	7	0	15	26	20
1,580	28,576	Home	ditto	„	„	John Armstrong	79	4	15	7	8	0	15	58	26
1,581	28,588	Tynemouth	ditto	„	„	William Joplin and others	75	0	14	8	7	0	12	46	25
1,582	4,978	Hercules	ditto	„	1846	William Minto and others	74	2	16	2	8	3	10	53	25
1,583	28,596	Sir William Wallace	ditto	1861	1861	John Marshall	73	1	15	2	7	0	18	47	20
1,584	2,296	Engineer	ditto	„	1853	J. W. Robson	72	3	14	5	7	9	12	46	24
1,585	29,703	Northern Light	ditto	„	1861	John Bewick and others	92	8	17	7	9	5	33	92	38
1,586	29,708	Renard	ditto	„	„	M. D. Wharrier and others	81	0	16	6	9	1	22	68	29
1,587	19,384	Gipsy Queen	ditto	„	1857	Philip Clendon	74	5	15	2	7	8	11	47	24
1,588	29,709	Heather Bell	ditto	„	1861	Alexander Scott and others	73	4	15	1	7	5	16	45	20
1,589	29,707	Stranger	ditto	„	„	Stephenson Chisholm and another	80	0	16	5	7	0	19	66	30
1,590	4,996	Onyx	ditto	„	1847	Anthony Potts	68	6	14	5	7	9	13	44	24
1,591	27,365	Rapid	ditto	„	1859	Robert Gray and others	78	0	15	6	8	5	15	58	28
1,592	29,717	British Hero	ditto	„	1861	Joseph Watson and others	79	5	16	9	8	8	18	64	28
1,593	29,727	Robert Burns	ditto	„	„	C. O. Young and others	76	4	16	7	9	1	21	71	29
1,594	29,725	Wizard	ditto	„	„	William Dodds	71	7	15	5	8	5	14	54	25
1,595	44,283	Sunbeam	ditto	1862	1862	Benjamin Pearson and another	76	5	16	1	8	3	15	42	25
1,596	2,311	Lion	ditto	„	1845	Thomas Legg	66	1	15	0	8	0	9	45	22
1,597	44,297	Britannia	ditto	„	1862	William Reveley and others	78	5	16	4	9	1	18	65	29

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,598	44,296	Great Extended	Shields - 1862	1862	Robert Forster and others	80 9	16 4	8 8	23	70	28	
1,599	44,306	Warrior	ditto - „	„	Robert Thompson and others	78 5	16 5	8 6	20	63	26	
1,600	10,161	Hecla	ditto - „	1854	Joseph Hall	72 7	15 1	8 0	18	54	30	
1,601	44,313	Marseille	ditto - „	1862	Alexander Collie	84 7	17 8	9 4	30	83	36	
1,602	44,310	Kate	ditto - „	„	Edward Flinn and others	73 2	16 0	8 5	16	56	22	
1,603	44,312	Pearl	ditto - „	„	J. Wetherall and others	81 4	17 4	9 1	21	74	31	
1,604	26,135	Messenger	ditto - „	1843	John Gray	71 5	15 7	8 0	10	55	25	
1,605	12,683	Sir Walter Scott	ditto - 1863	1857	D. Sclater and others	72 2	16 4	8 0	16	50	30	
1,606	45,594	Ospray	ditto - „	1863	A. Rawlings and another	75 3	15 7	8 9	18	60	26	
1,607	45,597	Pioneer	ditto - „	„	H. Jobes and another	76 8	15 6	8 4	19	57	24	
1,608	45,602	Excelsior	ditto - „	„	G. Oyston and others	82 0	17 3	8 9	24	73	30	
1,609	45,603	Bob Chambers	ditto - „	„	Henry Newbolt and another	92 2	17 7	9 0	33	86	35	
1,610	45,607	Renown	ditto - „	„	H. Anderson and another	85 6	17 5	9 5	26	88	45	
1,611	6,911	Elswick	ditto - „	1848	J. Gray	71 6	15 5	8 0	11	48	20	
1,612	45,616	Tyne	ditto - „	1863	H. Taylor and others	180 3	27 3	15 7	452	569	70	iron, screw.
1,613	26,950	Wonder	ditto - „	1854	R. Stobbs and another	74 6	14 7	7 8	10	47	25	
1,614	28,589	Northumberland	ditto - „	1860	Tyne Improvement Commissioners	82 2	23 4	7 5	41	103	37	iron.
1,615	29,721	Percy	ditto - „	1861	- - ditto	59 5	15 0	6 0	12	35	18	
1,616	24,414	Favorite	ditto - „	1828	- - ditto	54 3	12 0	6 1	5	24	9	
1,617	45,622	Ganges	ditto - „	1863	P. Clendon	81 8	16 9	9 1	16	69	35	
1,618	45,620	William Scott	ditto - „	„	A. Bain	81 6	16 8	9 3	22	72	32	
1,619	2,161	John Hutton	ditto - „	1854	A. Strong and others	70 6	14 3	7 0	6	42	20	
1,620	4,990	Tyne	ditto - „	1850	Tyne Improvement Commissioners	75 8	22 2	8 0	29	90	36	
1,621	4,991	Durham	ditto - „	1830	- - ditto	70 0	27 8	8 3	21	72	32	
1,622	45,625	Wilberforce	ditto - „	1863	C. O. Young and others	82 4	16 9	9 0	20	72	30	
1,623	20,437	General Havelock	ditto - „	1858	J. Blacklock and another	79 1	15 7	8 7	12	59	25	
1,624	45,633	Rapid	ditto - 1864	1864	John Heads and another	82 0	17 1	9 3	19	74	31	
1,625	45,637	Chip Chace	ditto - „	„	Hugh Taylor and others	181 3	27 0	15 6	428	540	70	iron, screw.
1,626	49,741	Mariner	ditto - „	„	George Stokell and another	84 8	16 3	8 $9\frac{4}{5}$	24	70	30	
1,627	49,743	James Conley	ditto - „	„	M. P. Morton and others	81 8	17 1	9 $1\frac{1}{2}$	21	72	30	
1,628	22,664	Escort	ditto - „	1858	Dorothy Storey and others	75 9	14 9	8 2	12	52	28	
1,629	21,287	Venture	ditto - „	„	Robert Brown and another	76 7	15 0	8 4	9	52	27	
1,630	20,126	Rover	ditto - „	1861	William Brown	90 0	18 6	9 3	29	91	50	
1,631	49,749	Jonathan Blacklock	ditto - „	1864	J. Blacklock and another	81 2	17 5	9 $1\frac{1}{2}$	22	76	31	
1,632	44,294	Effort	ditto - „	1862	Thomas Dixon	70 7	14 5	7 $6\frac{1}{2}$	14	44	18	
1,633	49,752	Lightning	ditto - „	1864	John Bewick and another	90 2	18 4	9 $1\frac{4}{5}$	27	85	40	
1,634	49,750	Walker	ditto - „	„	Joseph Ostens	87 8	18 1	9 $1\frac{4}{5}$	27	84	34	
1,635	29,867	Favourite	ditto - „	1860	James Dodds	70 5	14 7	7 6	10	42	25	
1,636	47,164	Robert Scott	ditto - „	1863	Robert Scott and others	87 4	17 5	9 3	27	85	35	

1,637	7,649	Trump	Shields, South,	1859	1841	Charles Taylor and others	72	3	15	9	8	6	7	55	30	
1,638	28,335	Hellan	ditto	1860	1860	Joseph Honeyman	89	7	16	4	8	7	16	63	30	
1,639	28,341	Volunteer	ditto	„	1859	J. C. Stevenson and another	74	4	16	7	8	5	15	67	32	iron.
1,640	27,046	T. D. Marshall	ditto	„	„	Thomas Coe and others	83	2	16	4	8	8	18	65	30	
1,641	28,346	Messenger	ditto	1861	1861	Robert Hindmarsh and others	81	7	16	5	8	6	19	62	30	
1,642	28,347	Moselle	ditto	„	„	John Green and others	88	7	18	1	9	8	26	92	40	
1,643	19,880	Paragon	ditto	1862	1857	Robert Scott and others	82	2	16	0	8	0	18	65	34	
1,644	43,631	Defence	ditto	„	1862	John Hall and others	81	8	17	3	8	9	22	69	30	
1,645	43,636	Newcastle	ditto	„	„	T. F. Bell	125	2	20	6	11	0	169	226	45	iron, screw.
1,646	28,350	Joseph Locke	ditto	„	1861	George Robertson and another	82	0	18	0	9	1	28	80	35	
1,647	28,593	Cruizer	ditto	„	„	John Readhead and others	86	0	16	9	9	5	28	80	38	
1,648	43,639	Spray	ditto	„	1862	J. B. Middleton	71	5	15	0	8	1	16	47	30	
1,649	43,644	Pilots	ditto	„	„	Joseph Smith	81	4	16	6	9	0	25	72	28	
1,650	15,994	Margaret	ditto	1863	1859	A. Whale	69	8	15	0	8	0	10	56	30	
1,651	43,655	Prince Alfred	ditto	„	1863	G. Gibson and others	91	0	18	4	9	5	31	92	45	
1,652	14,388	Dandy	ditto	„	1857	J. Mount	90	8	17	6	9	2½	19	65	45	
1,653	28,348	Pelaw	ditto	1864	1861	John Readhead and others	77	8	16	5	8	3½	19	60	27	
1,654	10,138	Telegraph	ditto	„	1852	Robert Todd and another	77	6	16	4	8	8	20	66	30	
1,655	21,274	Robert Airey	ditto	„	1858	John Turner and another	80	7	16	9	8	5½	15	64	30	
1,656	19,878	War Eagle	ditto	„	1857	Thomas Forrest and another	80	8	16	1	8	8	14	64	30	
1,657	27,698	Harkaway	ditto	„	1859	Charles W. Robson and others	83	0	16	9	8	7	21	71	30	
1,658	10,073	Adur	ditto	„	1855	William Akien and others	79	4	16	3	8	9	13	64	35	
1,659	44,319	Stephenson	ditto	„	1862	John Readhead and others	80	9	17	2	9	1	19	72	29	
1,660	27,427	Pilots	Shoreham	1860	1859	John Bartley and others	77	3	16	6	9	0	15	71	34	
1,661	13,862	Ruby	Southampton	1841	1841	W. A. Fitzhugh and others	114	9	16	4	8	1	53	111	40	
1,662	13,863	*Pearl	ditto	1844	1844	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	89	8	13	3	7	9	33	64	32	
1,663	13,825	Wonder	ditto	1847	„	London and South Western Railway Company	158	0	20	6	10	1	137	218	160	
1,664	13,813	*Transit	ditto	„	1835	- - ditto	126	0	19	6	13	0	160	267	80	
1,665	13,814	Courier	ditto	1848	1847	- - ditto	167	0	22	5	10	8	147	265	200	
1,666	13,865	*Queen	ditto	„	1848	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	117	1	14	0	7	5	56	94	40	
1,667	13,819	Dispatch	ditto	1850	1847	London and South Western Railway Company	166	7	22	1	11	6	149	273	200	
1,668	13,860	Medina	ditto	1853	1852	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	120	8	14	9	8	6	55	103	50	
1,669	13,805	Atalanta	ditto	„	1836	London and South Western Railway Company	160	4	22	1	12	7	162	313	120	
1,670	25,119	*Gem	ditto	„	1840	Joseph Stace and others	107	6	14	9	8	0	47	87	40	
1,671	13,809	*Argyll	ditto	„	1851	Henry Lowndes	99	0	16	3	7	4	65	92	20	iron, screw.
1,672	13,975	*Monarch	ditto	1854	1854	Southampton Steam Towing Company	95	4	17	5	9	7	46	122	80	iron.
1,673	12,994	*Dane	ditto	1855	1855	Union Steam Collier Company	177	2	24	6	16	7	421	527	60	iron, screw.
1,674	25,115	Alliance	ditto	„	„	London and South Western Railway Company	175	5	23	7	14	6	168	361	225	iron.
1,675	11,385	Havre	ditto	1856	1856	- - ditto	184	7	24	0	14	5	200	387	220	iron.
1,676	17,836	Athens	ditto	1858	„	Union Steam Ship Company	224	0	30	1	16	0	503	739	130	iron, screw.
1,677	16,149	Red Lion	ditto	„	„	Inman and Sharp	76	8	15	0	8	0	14	54	29	
1,678	22,532	Emerald	ditto	„	1857	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	105	0	14	1	8	1	44	26	32	iron.
1,679	22,538	Louisa	ditto	1859	1858	W. Winkworth	79	8	12	4	5	6	23	37	20	iron.
1,680	27,362	Pioneer	ditto	„	1859	J. T. Leather	75	3	15	5	8	1	13	52	24	
1,681	28,108	Cambrian	ditto	1860	1860	Union Steam Ship Company	245	1	30	1	18	4	868	1,055	120	iron.

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,682	28,109	Southampton	Southampton 1860	1860	London and South Western Railway Company	215 5	25 4	12 7	299	774	250	iron.
1,683	29,130	Sapphire	ditto 1861	,,	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	120 3	14 5	7 5	51	82	40	iron.
1,684	11,389	Phœnix	ditto ,,	1854	Southampton Steam Towing Company	72 9	19 6	7 9	30	70	40	
1,685	13,973	Aid	ditto ,,	1852	ditto	84 8	17 3	9 7	28	82	45	
1,686	29,884	Briton	ditto ,,	1861	Union Steam Ship Company	248 0	30 7	23 9	928	1,164	120	iron, screw.
1,687	29,885	American	ditto ,,	,,	Henry Pinnock and others	130 3	25 5	8 2	32	173	80	iron.
1,688	29,100	Lord of the Isles	ditto 1862	,,	Southampton, Isle of Wight, and Portsmouth Improved Steamboat Company.	135 5	18 0	7 0	60	91	60	iron.
1,689	43,772	Lady of the Lake	ditto ,,	,,	ditto	147 6	17 9	7 6	66	104	60	
1,690	44,904	Frederica	ditto 1863	1863	W. Winkworth and another	80 4	12 1	5 6	21	35	16	iron.
1,691	44,905	Saxon	ditto ,,	,,	Union Steam Ship Company	245 0	31 8	23 7	894	1,141	220	iron, screw.
1,692	44,906	Roman	ditto ,,	,,	ditto	267 0	32 4	23 6	1,027	1,282	220	iron, screw.
1,693	44,911	Normandy	ditto ,,	,,	London and South Western Railway Company	209 9	24 1	12 7	252	425	225	iron.
1,694	44,913	Solent	ditto ,,	,,	G. Inman and another	85 4	15 6	7 1	33	56	32	
1,695	16,254	Dumfries	ditto ,,	1857	London and South Western Railway Company	112 0	18 0	9 0	84	124	30	iron, screw.
1,696	47,981	Brilliant	ditto 1864	1864	G. H. Ackers	192 3	21 1	14 7	250	331	100	iron, screw.
1,697	13,978	Norman	ditto ,,	1854	George Lungley	180 0	25 2	16 4½	465	561	60	iron, screw.
1,698	47,988	Anglian	ditto ,,	1864	Union Steam Ship Company (Limited)	204 9	26 3	15 9	532	661	80	iron, screw.
1,699	47,990	Brittany	ditto ,,	,,	London and South Western Railway Company	215 6	25 6	13 1	351	529	250	iron.
1,700	—	*John and Ann	Stockton 1838	1833	Newcastle, Shields, and Sunderland Joint Stock Company.	56 3 in.	14 6 in.	7 6 in.	16	—	—	
1,701	10,484	*British Queen	ditto 1840	1840	John Strong	82 7	16 0	8 9	39	90	50	
1,702	6,239	*Vigilant	ditto 1843	1843	Blakey & Co.	70 0	15 1	8 5	18	62	35	
1,703	7,064	*Reaper	ditto 1850	1837	Simpson & Reid	74 2	14 1	8 0	22	63	35	
1,704	19,484	*Voltigeur	ditto 1851	1851	George Craggs	83 0	15 9	8 6	29	82	45	
1,705	7,063	*Victory	ditto 1852	1852	John Strong	107 8	18 3	10 9	53	167	80	
1,706	16,223	Stockton	ditto 1857	1857	Timothy Hughes	158 3	25 8	13 4	311	392	180	iron, screw.
1,707	16,225	Tees	ditto ,,	,,	John Dixon and others	158 4	25 7	14 0	313	376	70	iron, screw.
1,708	12,437	War Eagle	ditto ,,	1847	William and Charles Duncan	74 3	16 2	8 4	11	56	38	
1,709	571	Advance	ditto 1858	1854	John Vaughan and others	175 4	22 4	12 0	216	318	50	iron, screw.
1,710	5,531	Middlesbro'	ditto ,,	1839	Francis Sill	73 8	16 5	8 4	13	64	36	
1,711	17,051	Echo	ditto ,,	1856	W. and C. C. Duncan	81 3	16 1	8 0	17	65	33	
1,712	25,359	Matilda	ditto 1860	1855	J. L. Turnbull	48 0	9 6	3 0	6	8	9	screw.
1,713	26,430	Forget-me-not	ditto 1863	1848	W. Dixon and another	92 3	12 9	6 0	42	59	14	iron.
1,714	28,325	Hero	ditto 1864	1860	George Dixon	70 8	13 0	6 3	13	33	18	
1,715	—	*Pride in the North	Sunderland 1844	1837	Thomas Winter and another	44 4	9 5	5 6	7	17	—	
1,716	7,327	*Earl of Sunderland	ditto 1847	1846	Marquis of Londonderry	72 5	15 2	8 9	17	73	4	
1,717	20,784	*Wansbeck	ditto 1848	1835	Thomas Winter	52 7	11 9	6 5	13	32	—	

1,718	- -	Pilot - - -	ditto -	„	1848	Richard Gordon and others - - - -	67	8	14	6	7	9	10	46	48	
1,719	14,198	*Haswell - - -	ditto -	„	1844	William Nicholson - - - - -	75	8	15	8	9	0	21	79	45	
1,720	7,325	*Sea Horse - -	ditto -	1849	1840	Improvement Commissioners - - -	77	0	16	5	9	0	26	87	40	
1,721	23,728	Whitwell - -	ditto -	1851	1844	William Jameson and others - - -	64	0	14	2	7	9	5	42	25	
1,722	7,317	Engineer - -	ditto -	„	1848	Nicholas Wood - - - - - - -	78	5	15	7	8	9	14	69	28	
1,723	23,605	Tom Bowline - -	ditto -	1852	„	Nicholas Cook - - - - - - -	63	5	12	8	7	7	20	49	25	
1,724	2,492	Vesta - - -	ditto -	1853	1847	Edward Brown and others - - - -	58	3	12	8	7	0	7	33	18	
1,725	23,634	*Scottish Maid - -	ditto -	„	1851	Thomas Winter and others - - - -	63	0	13	2	7	2	9	37	20	
1,726	23,690	*Olive - - -	ditto -	„	1846	Sunderland Dock Company - - -	72	0	15	0	8	0	26	73	34	
1,727	2,475	Industry - - -	ditto -	1854	1834	Taylor and Cook - - - - - -	54	2	11	4	6	9	6	28	17	
1,728	26,450	Killingworth - -	ditto -	1855	1855	Nicholas Wood and another - - -	167	7	27	9	16	4	425	567	–	iron, screw.
1,729	2,749	*Clyde - - -	ditto -	„	1847	Francis Welch - - - - - - -	67	0	13	5	8	1	20	51	27	
1,730	23,719	Beaufort - - -	ditto -	„	1855	William Nicholson - - - - -	85	9	17	1	9	3	21	77	45	
1,731	7,315	William and John -	ditto -	„	„	W. and J. Brown and another - - -	67	5	14	2	7	4	10	40	28	
1,732	7,334	Lambton - - -	ditto -	1856	1852	Earl of Durham - - - - - -	69	0	14	5	7	1	16	48	28	
1,733	7,261	Ovington - -	ditto -	„	1838	P. Wood and others - - - - -	63	5	13	0	7	2	14	41	20	
1,734	7,366	Viscount Lambton -	ditto -	„	1856	H. T. Morton - - - - - -	190	8	28	7	16	3	493	616	80	
1,735	7,369	Pilot - - -	ditto -	„	„	John Linsey and others - - - -	86	0	18	0	9	6	52	83	45	
1,736	7,321	Queen - - -	ditto -	„	1837	W. Stephenson - - - - - -	70	0	15	0	7	0	10	50	30	
1,737	17,057	Bee - - -	ditto -	„	1856	Sunderland Dock Company - - -	82	9	16	6	9	0	14	72	35	
1,738	18,688	Seaton - - -	ditto -	1857	1857	Nicholas Wood - - - - - - -	175	9	26	9	15	6	375	552	70	iron, screw.
1,739	18,870	Lyon - - -	ditto -	„	„	- - ditto - - - - - -	166	6	27	1	14	0	348	435	70	iron, screw.
1,740	19,475	Londonderry - -	ditto -	„	„	Dowager Marchioness of Londonderry - -	150	9	26	0	14	8	280	393	60	
1,741	19,794	Hercules - - -	ditto -	„	„	William Stobart and others - - -	194	8	34	1	17	3	699	807	90	
1,742	19,795	Water Lily - -	ditto -	„	„	P. Wood and others - - - - -	80	3	16	4	8	0	11	65	20	
1,743	20,491	Lambton - - -	ditto -	„	„	Earl of Durham - - - - - -	168	0	26	6	13	6	412	492	70	iron, screw.
1,744	20,494	Harry Vane - -	ditto -	„	„	Dowager Marchioness of Londonderry - -	73	2	16	2	9	5	9	77	40	iron.
1,745	23,712	Gently - - -	ditto -	1858	1846	P. Wood and others - - - - -	72	6	15	6	8	0	13	39	30	
1,746	5,339	Countess of Durham -	ditto -	„	1855	H. T. Morton - - - - - -	177	7	28	1	15	0	421	539	80	iron.
1,747	2,127	Advance - - -	ditto -	„	1838	Joseph Claxton - - - - - -	63	7	15	2	7	6	9	40	25	
1,748	27,513	Diamond - -	ditto -	1859	1859	Robert Brown and others - - -	70	3	14	2	7	7	13	43	24	
1,749	2,167	Gipsy King - -	ditto -	„	1855	John Thurlbeck and others - - -	75	6	15	3	8	1	15	53	26	
1,750	16,153	Blossom - - -	ditto -	„	1838	Henry Rowell and another - - -	59	6	13	0	6	7	5	31	15	
1,751	16,151	Harvest Home - -	ditto -	1860	1847	J. Brown and another - - - -	66	9	15	0	7	9	10	43	23	
1,752	28,439	Samson - - -	ditto -	„	1860	C. R. Fenwick - - - - - -	198	1	32	7	17	8	590	868	120	iron, screw.
1,753	2,491	Welches - - -	ditto -	„	1848	J. Gatiss - - - - - - -	65	8	14	0	6	4	4	33	20	
1,754	10,164	Helen M'Gregor -	ditto -	„	„	John Thurlbeck and others - - -	69	4	14	5	8	3	10	44	23	
1,755	28,771	Vigilant - - -	ditto -	„	1860	George Thompson - - - - -	90	6	17	3	9	1	25	83	40	
1,756	7,307	Atlas - - -	ditto -	„	1848	John Frost and others - - - -	78	5	17	2	8	4	23	73	35	
1,757	28,795	Wearmouth - -	ditto -	„	1860	W. T. Bell and others - - - -	74	0	15	4	8	2	16	25	25	
1,758	26,636	Hetton - - -	ditto -	„	1854	Martin Dunn and others - - - -	165	1	28	2	16	2	334	491	70	iron, screw.
1,759	25,222	Cochrane - -	ditto -	„	„	Nicholas Wood and others - - -	165	3	26	0	15	6	373	469	75	iron, screw.
1,760	15,971	Tiger - - -	ditto -	„	1838	John Hann - - - - - - -	61	0	13	0	7	5	14	40	25	
1,761	2,290	Ann and Jane - -	ditto -	1861	1847	H. Brown and others - - - -	62	0	15	1	6	5	9	31	18	
1,762	29,248	Seaflower - -	ditto -	„	1860	Hutchinson, Jobling and others - - -	74	0	15	4	8	2	16	55	25	
1,763	29,249	Daisy - - -	ditto -	„	„	E. Gardner and others - - - -	75	0	15	4	7	8	15	49	30	
1,764	2,098	Carrs - - -	ditto -	„	1855	George Dowell - - - - - -	70	5	14	0	7	4	19	52	20	
1,765	22,666	Marco Polo - -	ditto -	„	1858	Wilkinson, Thurlbeck, and others - -	77	6	15	9	8	5	11	57	28	
1,766	29,266	Ryhope - - -	ditto -	„	1860	William Nicholson and others - - -	85	4	18	0	9	3	20	81	40	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,767	29,858	General Havelock -	Sunderland - 1861	1861	James Laing and others - - - -	185 3	24 0	13 9	385	473	90	iron, screw.
1,768	29,864	Southwick - -	ditto - ,,	,,	William Gray and others - - - -	176 9	28 7	16 6	467	591	70	iron, screw.
1,769	2,837	Earl of Durham -	ditto - ,,	1854	Earl of Durham - - - - -	189 6	28 2	16 2	441	566	70	iron, screw.
1,770	29,865	Friends - - -	ditto - ,,	1861	Burton, Brown, and others - - -	75 6	15 1	7 9	15	49	25	
1,771	43,722	Earl of Elgin - -	ditto - ,,	,,	H. T. Morton and others - - -	176 9	28 7	16 6	480	608	80	iron, screw.
1,772	43,727	Parthenon - -	ditto - ,,	,,	E. T. Gourley and another - - -	214 6	31 3	18 1	701	876	120	iron, screw.
1,773	43,732	Douglas - - -	ditto - ,,	,,	William Stobart and others - - -	189 7	28 5	16 7	533	668	70	screw.
1,774	43,736	Lady Havelock -	ditto - ,,	,,	John Smurthwaite and others - - -	186 0	24 0	13 0	393	480	90	iron, screw.
1,775	43,745	Victoria - - -	ditto - ,,	,,	William Davison and another - - -	71 1	13 6	7 6	18	46	25	
1,776	43,754	Belmont - - -	ditto - ,,	,,	William Brown and another - - -	73 0	15 1	7 8	16	48	20	
1,777	43,757	Atlas - - -	ditto - ,,	,,	E. T. Gourley and others - - -	210 3	31 7	18 1	672	846	100	iron, screw.
1,778	43,758	Ajax - - -	ditto - ,,	,,	- - ditto - - - - - -	211 2	31 7	18 3	684	852	90	iron, screw.
1,779	2,266	Shannon - - -	ditto - 1862	1848	R. C. Hudson and others - - -	71 1	14 8	7 9	15	45	23	
1,780	28,036	Thames - - -	ditto - ,,	1859	John Smurthwaite and others - -	142 0	23 0	12 5	192	282	50	iron, screw.
1,781	44,474	Heatherbell - -	ditto - ,,	1862	Morpeth Drydon and others - -	79 1	17 1	8 8	19	68	30	
1,782	26,959	Anne - - -	ditto - ,,	1853	J. L. Atkinson and others - - -	64 4	12 2	6 7	12	30	13	
1,783	44,494	Volunteer - -	ditto - ,,	1862	James Laing and others - - -	194 5	28 8	16 9	544	691	90	iron, screw.
1,784	44,496	Blue Bell - -	ditto - ,,	,,	Michael Thurlbeck and others - -	73 7	15 8	8 5	16	55	24	
1,785	44,498	Lucerne - - -	ditto - ,,	,,	James Laing and others - - -	203 1	29 2	16 9	532	679	90	iron, screw.
1,786	20,258	Ocean Bride - -	ditto - 1863	1857	G. Venus and another - - - -	74 0	15 0	7 4	11	45	20	
1,787	2,489	Haswell - - -	ditto - ,,	1848	W. Nicholson, jun. and others - -	79 0	17 0	8 7	13	70	45	
1,788	44,550	Hector - - -	ditto - ,,	1863	J. Laing and others - - - - -	243 0	34 8	20 1	1,295	1,615	200	iron, screw.
1,789	47,643	Lady Beatrix - -	ditto - ,,	,,	Earl of Durham - - - - -	186 3	28 0	16 7	489	625	80	iron, screw.
1,790	47,646	Friend of all Nations	ditto - ,,	,,	A. Barber - - - - - -	80 1	17 8	9 4	17	74	30	
1,791	47,649	Ocean King - -	ditto - ,,	,,	W. T. Bell and others - - - -	196 0	29 0	16 0	554	699	90	iron, screw.
1,792	10,177	Ayrshire - - -	ditto - ,,	1848	J. Pringle - - - - - - -	70 4	14 9	8 1	12	44	28	
1,793	30,032	Black Boy - -	ditto - 1864	1854	Nicholas Wood - - - - - -	166 2	26 7	15 7	387	504	70	iron, screw.
1,794	47,719	Biddick - - -	ditto - ,,	1864	H. T. Morton - - - - - -	185 7	28 9	16 6	504	640	80	iron, screw.
1,795	47,730	Elaine - - -	ditto - ,,	,,	George Matthew and others - - -	190 0	28 2	16 0	454	593	100	iron, screw.
1,796	47,733	Tasso - - -	ditto - ,,	,,	George Swainston and others - -	213 6	28 8	16 4	598	746	99	iron, screw.
1,797	51,154	Edith Owen - -	ditto - ,,	,,	Robert Ford - - - - - -	185 3	26 3	15 3	380	497	80	iron, screw.
1,798	51,159	Uitenhage - -	ditto - ,,	,,	William Gray and another - - -	269 3	32 5	17 7	1,118	1,462	250	iron, screw.
1,799	20,450	*Dragon Fly - -	Swansea - 1840	1840	N. B. Allen and others - - - -	68 3	14 2	8 2	15	64	—	
1,800	44,933	*Pioneer - - -	ditto - 1843	1843	Nathaniel Tregelles - - - - -	70 0	16 0	9 4	19	81	—	
1,801	3,948	Neath Abbey - -	ditto - 1846	1846	Evan Evans - - - - - - -	97 0	16 4	9 0	48	79	60	
1,802	7,926	*Tartar - - -	ditto - 1850	1850	James Petrie and others - - - -	86 0	16 7	9 4	46	110	50	iron.
1,803	- -	*Donna - - -	ditto - ,,	1840	Port Talbot Company - - - - -	72 6	15 0	8 8	22	69	—	
1,804	3,938	Prince of Wales -	ditto - 1855	1842	J. W. Pockett - - - - - -	130 8	17 3	10 0	80	156	70	iron.
1,805	5,832	Chieftain - -	ditto - 1856	1847	James Knox - - - - - - -	67 3	13 3	7 5	30	47	25	

1,806	2,497	Eagle	ditto	1857	1855	Edward Brown and others	82	5	16	9	9	3	16	73	45	
1,807	24,692	Augusta	ditto	1858	1849	H. K. Vivian	140	4	17	3	10	0	125	184	40	iron, screw.
1,808	26,036	Henry Southan	ditto	„	„	J. W. Pockett	139	6	17	8	8	4	96	141	35	iron, screw.
1,809	26,742	Charlotte	ditto	1859	1848	William Jones	83	0	18	7	7	7	60	88	20	iron, screw.
1,810	20,797	Stella	ditto	1860	1858	J. H. Simpson and others	85	3	17	3	9	3	22	78	45	
1,811	28,057	Minos	ditto	„	1860	C. H. Smith	111	7	15	5	9	0	26	94	80	iron.
1,812	29,594	Fleur de Marie	ditto	1861	1845	H. R. Vivian	48	2	11	7	9	2	19	29	10	iron, screw.
1,813	29,600	Morfa	ditto	1862	1862	A. P. Vivian	140	5	25	0	14	0	300	379	40	iron, screw.
1,814	29,599	Charley	ditto	1863	„	R. Williams and others	87	8	17	0	10	0	31	110	60	iron.
1,815	47,857	Havre	ditto	1864	1864	Henry Bath and others	147	4	21	5½	12	6	177	260	50	iron, screw.
1,816	47,859	Tweed	ditto	„	„	John Dickson	87	3	17	5	9	0	25	82	36	
1,817	20,904	*Industry	Teignmouth	1853	1848	S. W. Hutchings and others	67	9	12	6	6	7	19	42	18	
1,818	20,488	Gem	Wells	1863	1857	C. Temple and others	63	8	14	5	7	5	8	39	20	
1,819	21,519	Prince	Weymouth	1852	1849	Joseph Cosens and others	128	5	13	3	7	6	61	86	40	iron.
1,820	6,228	Ocean Pride	ditto	1856	1844	- - ditto	72	0	12	6	5	8	18	29	10	
1,821	17,807	Cygnus	ditto	1858	1854	Weymouth and Channel Islands Steam Packet Company.	182	0	21	4	9	7	133	245	120	iron.
1,822	18,602	Aquila	ditto	„	„	- - ditto	180	4	21	0	10	9	138	264	110	iron.
1,823	11,918	Brighton	ditto	1859	1857	- - ditto	193	5	20	9	10	0	180	286	140	iron.
1,824	19,586	Ceres	ditto	„	1859	C. K. Priolean	143	0	21	6	10	5	80	168	60	iron, screw.
1,825	2,102	Bannockburn	ditto	„	1847	John Tizard and others	69	6	16	0	8	4	11	53	28	
1,826	6,387	Premier	ditto	„	1846	- - ditto	140	2	17	0	6	9	62	98	65	iron.
1,827	12,596	Contractor	ditto	1861	1857	J. T. Leather	90	3	17	0	9	0	23	86	40	
1,828	28,012	Commodore	ditto	1863	1863	J. Cosens and others	93	0	18	6	9	6	26	96	60	
1,829	8,941	Hilda	Whitby	1853	1853	Whitby Steam Packet Company	71	4	14	2	8	1	16	54	25	
1,830	17,458	Esk	ditto	1857	1857	Edward Corner and others	89	0	17	7	9	3	21	86	45	
1,831	44,082	Atlas	ditto	1862	1862	Albert Iron and Cement Works	87	0	22	1	8	0	107	125	12	iron, screw.
1,832	9,377	*Prince Albert	Whitehaven	1842	1840	Trustees of Whitehaven Harbour	82	1	15	0	8	4	37	87	60	
1,833	9,235	Queen	ditto	1845	1844	Thomas Jackson and others	158	5	23	5	13	4	243	373	180	
1,834	17,233	Princess Alice	ditto	1861	1843	Edward Jobling and others	165	6	27	0	13	8	255	405	150	iron.
1,835	14,493	Great Northern	Wisbeach	1854	1854	Richard Young	165	0	26	8	15	8	332	464	70	iron, screw.
1,836	14,432	Britannia	ditto	1862	1852	- - ditto	75	7	16	1	8	0	24	66	33	
1,837	44,551	Newton Colville	ditto	1864	1864	- - ditto	198	3	29	2	16	9	570	726	100	iron, screw.
1,838	45,020	Medusa	ditto	„	1862	W. S. Lindsay and another	189	4	29	2	16	9	464	602	80	iron, screw.
1,839	14,609	*Derwent	Workington	1850	1849	Trustees of Workington Harbour	73	8	15	7	8	7	18	67	35	
1,840	4,819	*Bold Buccleugh	Yarmouth	1849	1847	Guiseppe de R. Moro	149	0	17	1	9	1	145	209	120	iron.
1,841	6,631	*Emperor	ditto	1851	„	R. Steward and others	77	6	15	6	8	8	21	73	45	
1,842	15,051	*Urania	ditto	1855	1854	Richard Reeve	142	2	18	9	11	6	196	254	60	iron, screw.
1,843	12,439	Dolphin	ditto	1856	1837	R. Steward and others	62	5	17	6	5	6	22	56	25	
1,844	6,697	Robert Owen	ditto	1860	1848	- - ditto	80	0	17	2	8	9	24	75	45	
1,845	28,600	Pioneer	ditto	1862	1861	Great Yarmouth Standard Steam Tug Company.	86	6	17	3	9	5	29	81	33	
1,846	43,909	Sailor	ditto	„	1862	- - ditto	86	6	17	5	9	2	25	79	34	
1,847	21,074	Minnet	ditto	1863	1858	S. J. Fill and others	85	7	16	7½	9	3	18	77	40	
1,848	17,056	Andrew Woodhouse	ditto	„	1856	- - ditto	85	6	17	6	9	4	16	79	40	
1,849	45,322	Buccleugh	ditto	„	1863	Richard Reeve	134	0	21	4	9	8	131	174	40	screw.
1,850	45,323	Pilot	ditto	„	„	Great Yarmouth Standard Steam Tug Company.	87	3	17	0	9	3	22	80	35	
1,851	4,736	Norfolk	ditto	1864	1846	H. T. Watson and others	150	5	21	4	9	7	148	234	120	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,852	26,349	*City of London	Aberdeen - 1844	1844	A. Eddie and others	216 8	30 0	19 2	723	1,117	420	
1,853	6,910	Aberdeenshire	ditto - 1856	1855	James Milne and others	136 3	20 4	12 0	150	220	50	iron, screw.
1,854	20,339	Heatherbell	ditto - 1857	1857	John Newton and others	88 0	17 9	9 6	16	82	40	
1,855	7,759	Sovereign	ditto - „	1836	John Webster and others	157 1	23 4	14 4	221	417	200	
1,856	26,622	Gambia	ditto - 1859	1855	A. Eddie and others	191 9	26 2	14 3	352	517	80	iron, screw.
1,857	10,099	Britannia	ditto - 1860	1857	G. Jamieson and others	85 3	11 0	9 0	16	82	40	
1,858	27,575	Derwent	ditto - „	1860	John Newton and others	78 4	16 7	9 0	11	68	30	
1,859	43,556	Queen	ditto - 1861	1861	John Webster and others	180 8	26 0	13 2	283	404	120	iron, screw.
1,860	44,434	Bon-Accord	ditto - 1862	1862	G. Jamieson and others	90 9	18 6	9 7	32	99	40	
1,861	45,207	Granite City	ditto - 1863	1863	J. Newton and others	71 9	15 6	8 1	14	49	18	
1,862	8,444	Vanguard	ditto - „	1843	J. Webster and others	189 1	27 2	16 1	295	608	300	iron.
1,863	20,345	Prince Consort	ditto - „	1858	- - ditto	222 9	25 2	14 1	392	623	300	iron.
1,864	48,858	Lily of the West	ditto - 1864	1864	John Smith	51 5	10 4	5 9	11	17	9	screw.
1,865	7,841	Pharos	ditto - „	1846	J. T. Rennie and others	171 5½	21 7	13 6	243	328	160	iron.
1,866	28,228	Alpheus	ditto - „	1860	John M'Nellan and others	64 5	17 6	7 4	35	52	20	screw.
1,867	10,044	*Prince of Wales	Alloa - 1845	1845	Alloa and Stirling Steamboat Company	130 3	21 1	7 9	93	154	80	
1,868	10,001	Stirling Castle	ditto - 1849	1826	John M'Nellan and others	88 0	16 9	8 0	52	92	40	
1,869	18,273	Robert Bruce	ditto - 1857	1856	Thomas Adamson	69 5	17 1	7 6	8	53	27	
1,870	2,457	Harvest Home	ditto - „	1837	- - ditto	73 8	14 3	8 5	12	50	32	
1,871	20,792	Victoria	ditto - 1858	1858	Stirling, Alloa, and Kincardine Steamboat Company.	135 8	15 0	6 0	67	92	40	iron.
1,872	12,175	Northumberland	Ardrossan - 1859	1852	John Moffat	78 6	17 2	7 9	14	72	40	iron.
1,873	26,988	Earl of Arran	ditto - 1860	1860	Ardrossan and Arran Steam Ship Company (Limited).	143 4	18 5	8 5	91	144	80	iron.
1,874	49,744	Terrier	ditto - 1864	1864	John Moffat	79 4	17 5	9 1	21	71	30	
1,875	26,152	Griffin	Ayr - 1859	1858	James Baird	155 0	20 1	11 8	147	216	60	iron, screw.
1,876	15,117	Ayrshire Lass	ditto - 1862	1848	James Paton and others	92 2	20 1	7 5	67	94	25	iron, screw.
1,877	49,602	Kin Lin	ditto - 1864	1864	- - ditto	159 3	22 1½	11 2	270	339	70	iron, screw.
1,878	29,031	Whiteinch	Borrowstoness 1860	1860	William M'Arthur	42 3	14 8	6 0	19	23	7	screw.
1,879	3,323	*Celt	Campbeltown 1848	1848	Campbeltown and Glasgow Steam Packet Joint Stock Company.	155 9	20 3	10 3	154	272	140	
1,880	18,787	Druid	ditto - 1857	1857	John Bush, jun., and others	160 1	20 6	9 7	125	229	150	iron.
1,881	7,143	*Hercules	Dundee - 1853	1853	Dundee, Perth, and London Shipping Company	78 0	15 6	8 6	34	81	30	
1,882	40,922	*Neptune	ditto - 1854	1848	A. Barrow	96 8	19 2	8 8	84	111	20	iron, screw.
1,883	15,088	London	ditto - 1856	1856	John Symers and others	208 9	28 2	16 0½	423	622	140	iron, screw.
1,884	19,290	Samson	ditto - 1857	1857	- - ditto	81 8	18 3½	9 5½	36	82	-	iron.
1,885	31,624	Tay	ditto - 1858	1850	William Clark	141 6	29 0	19 6	455	560	75	screw.
1,886	20,366	Eagle	ditto - „	1858	John Symers and others	164 3	22 8	12 0	215	316	85	iron, screw.
1,887	7,109	Queen	ditto - „	1856	- - ditto	159 9	22 1	12 8	200	294	70	iron, screw.

1,888	22,682	Fifeshire	ditto	1859	1858	John Pullar and others	124	4	30	1	6	6	153	243	80	iron.
1,889	22,686	Narwhal	ditto	„	1859	James Scott	151	4	30	1	18	5	434	533	65	screw.
1,890	27,496	Camperdown	ditto	1860	1860	David Duncan and others	154	5	30	0	18	0	424	541	70	
1,891	5,480	Wildfire	ditto	„	1854	William Harris and others	145	3	28	0	16	7	287	364	50	screw.
1,892	29,451	Polynia	ditto	1861	1861	Patrick Anderson and others	146	2	29	0	18	1	358	472	60	screw.
1,893	29,456	Forfarshire	ditto	„	„	John Pullar and others	120	5	20	1	6	6	72	115	40	steel.
1,894	45,194	Scotia	ditto	1862	1862	George Duncan and others	211	4	28	0	16	0	491	658	160	iron, screw.
1,895	45,816	Anglia	ditto	1863	1863	- - ditto	213	4	28	0	16	0	500	664	160	iron, screw.
1,896	19,540	Victor	ditto	1864	1847	George Welch and others	106	1	28	7	18	4	278	361	36	screw.
1,897	45,821	Alexander	ditto	„	1864	Robert Gilroy and others	157	1	29	2½	18	4	435	558	80	screw.
1,898	15,103	*Scotia	Glasgow	1846	1845	O. H. Karelack	141	3	17	5	8	7	82	165	80	
1,899	22,947	*Invincible	ditto	„	1844	Z. C. Pearson and another	130	1	16	8	8	0	78	131	75	iron.
1,900	3,174	Lady Kelburne	ditto	„	1843	Duncan M'Kellar	149	2	17	5	8	0	78	151	80	
1,901	23,924	*Satellite	ditto	1848	1848	J. Burns and others	108	5	18	8	9	7	82	157	80	
1,902	3,154	Rose	ditto	1851	1851	Glasgow and Londonderry Steam Packet Company.	184	5	23	0	12	8	245	444	200	iron.
1,903	3,158	Pioneer	ditto	„	1844	D. Hutcheson & Co.	159	8	17	8	8	8	65	144	91	
1,904	3,161	Cygnet	ditto	„	1848	- - ditto	77	5	14	5	10	0	62	101	50	iron.
1,905	6,359	Mary Jane	ditto	„	1846	- - ditto	149	5	19	3	9	5	122	208	120	iron.
1,906	3,142	Mountaineer	ditto	1852	1852	- - ditto	174	3	17	6	7	9	76	156	50	iron.
1,907	3,178	Lady Brisbane	ditto	„	1842	Duncan M'Kellar	133	0	17	4	8	5	50	126	76	iron.
1,908	22,863	*Guy Fawkes	ditto	„	1849	Thomas Buchanan and another	63	4	14	2	8	3	35	57	12	iron, screw.
1,909	22,347	*Arabia	ditto	„	1852	J. T. Card	284	3	37	3	27	6	1,359	2,093	930	
1,910	1,288	*Balbec	ditto	1853	1853	- - ditto	206	5	29	4	17	0	615	838	150	iron, screw.
1,911	3,375	*Reindeer	ditto	„	1852	J. D. Mullens	166	0	15	7	7	3	84	143	70	iron.
1,912	1,540	*British Queen	ditto	„	1849	James Burns and others	187	1	28	0	17	8	566	763	180	iron, screw.
1,913	17,877	*Shandon	ditto	„	1839	W. Wilkinshaw	134	9	16	5	10	9	115	186	80	
1,914	1,334	*Jackal	ditto	„	1853	J. Burns and others	125	4	19	5	9	8	111	180	80	iron.
1,915	3,176	Vesta	ditto	„	„	P. L. Henderson	160	0	16	1	9	1	65	122	70	iron.
1,916	1,284	*Asia	ditto	„	1850	J. Burns and others	265	2	37	2	27	2	1,214	2,227	816	
1,917	1,821	*Africa	ditto	„	„	- - ditto	265	6	37	2	27	2	1,216	2,226	650	
1,918	3,177	Venus	ditto	„	1852	Duncan M'Kellar	172	0	17	1	8	2	72	140	92	iron.
1,919	1,609	*America	ditto	1854	1847	J. Burns and others	249	0	35	1	25	3	984	1,826	600	
1,920	7,074	*Niagara	ditto	„	„	- - ditto	249	1	35	1	25	2	1,008	1,835	680	
1,921	17,669	Therese	ditto	„	1854	John Tennant	162	0	21	7	11	7	200	289	60	iron, screw.
1,922	1,285	*Canada	ditto	„	1848	J. Burns and others	249	0	35	1	25	7	1,102	1,831	698	
1,923	1,816	*Delta	ditto	„	1854	Sir Samuel Cunard, Bart.	208	6	27	0	15	8	425	644	120	iron, screw.
1,924	20,705	*Islay	ditto	1855	1849	Charles Morrison and others	167	0	20	8	10	6	200	325	160	iron.
1,925	3,186	Gem	ditto	„	1854	H. R. Saunders	161	0	15	9	7	5	84	132	140	iron.
1,926	3,213	*Anglesea	ditto	„	1855	J. Laird	160	6	18	6	10	3	149	245	300	iron.
1,927	22,804	Nelson	ditto	„	„	P. L. Henderson	150	1	16	5	6	8	61	114	60	iron.
1,928	22,823	Clansman	ditto	„	„	David Hutcheson & Co.	191	3	25	7	12	8	261	414	180	iron.
1,929	22,935	Garland	ditto	„	„	John Cameron and others	165	8	23	1	12	2	192	283	120	iron, screw.
1,930	22,895	Sir Colin Campbell	ditto	„	„	Henry Curtis and others	166	7	17	5	7	1	66	120	85	iron.
1,931	11,523	Persia	ditto	1856	1856	John Burns and others	376	0	45	3	30	0	2,079	3,300	900	iron.
1,932	11,550	Caledonia	ditto	„	„	A. Watson and another	162	8	18	7	9	4	115	183	80	iron.
1,933	15,462	Lochgoil	ditto	„	1853	James Wilson and others	163	0	16	0	7	1	78	124	80	iron.
1,934	26,137	Rapid	ditto	„	1848	M'Farlane & Co.	74	0	15	7	8	6	7	51	35	
1,935	25,943	Europa	ditto	„	1856	John Burns and others	286	3	38	1	17	0	1,208	1,918	800	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,936	6,386	Wizard	Glasgow 1856	1848	Kidston and Whyte	76 0	17 7	9 2	16	80	50	iron.
1,937	16,249	Nimrod	ditto „	1854	- - ditto	83 4	16 4	8 9	17	67	45	
1,938	2,040	Maid of Orleans	ditto „	1855	M'Farlane & Co.	80 6	16 5	8 7	16	64	32	
1,939	7,648	Sir Charles Napier	ditto „	1854	John Steel and others	72 9	15 0	8 3	13	51	28	
1,940	2,961	Firefly	ditto „	„	- - ditto	75 6	15 2	8 5	7	51	30	
1,941	17,185	Carthage	ditto 1857	1856	A. Perceval	216 8	30 0	15 0	500	736	150	
1,942	6,383	Industry	ditto „	1814	A. M'George	68 1	17 2	8 1	43	69	14	
1,943	15,483	Express	ditto „	1854	J. M. Campbell	179 0	16 1	6 9	71	113	70	iron.
1,944	15,485	United Kingdom	ditto „	1857	John Bell and others	245 0	32 0	21 9	1,067	1,255	300	iron, screw.
1,945	19,486	General Williams	ditto „	1856	John Steel and others	79 0	15 7	8 0	11	60	35	
1,946	19,488	James Watt	ditto „	1857	- - ditto	79 0	17 2	7 1	47	69	15	iron, screw.
1,947	19,493	Eagle	ditto „	„	A. Laird	161 0	23 0	13 0	220	324	60	iron, screw.
1,948	20,519	Glasgow	ditto „	„	J. B. Murdoch and another	63 2	17 0	8 3	39	60	20	iron, screw.
1,949	20,523	Leith	ditto 1858	1858	- - ditto	63 2	17 0	8 3	39	61	20	iron, screw.
1,950	20,524	Henry Bell	ditto „	1857	John Steel and others	78 7	17 2	7 0	47	69	15	iron, screw.
1,951	3,010	Lynx	ditto „	1854	John Burns and others	213 5	23 6	13 3	314	499	240	iron.
1,952	21,385	Palestine	ditto „	1858	- - ditto	255 2	34 2	24 3	936	1,377	260	iron, screw.
1,953	6,380	Petrel	ditto „	1845	Alexander Watson and another	168 6	18 0	8 0	80	162	60	iron.
1,954	598	Oscar	ditto „	1850	J. H. Nash	159 6	23 2	13 5	198	330	75	iron, screw.
1,955	25,294	Ranger	ditto „	1858	Henry Lafone	104 8	16 0	9 1	58	96	48	iron, screw.
1,956	25,890	Auguste Louise	ditto „	1854	H. L. Seligmann	139 3	19 0	10 0	116	187	40	iron, screw.
1,957	30,499	Governor Higginson	ditto „	1856	Calcutta and Burmah Steam Navigation Company.	208 0	27 1	16 2	411	644	160	iron, screw.
1,958	27,113	Plover	ditto 1859	1849	David Hutcheson and others	83 8	14 8	8 9	69	110	50	iron.
1,959	27,114	Lochlong	ditto „	1859	James Wilson and others	150 4	15 2	7 2	73	116	60	iron.
1,960	27,116	Vulcan	ditto „	1854	A. and T. M'Lean	167 9	16 3	7 7	81	129	80	iron.
1,961	27,118	Taptee	ditto „	1859	Matthew Hodgart	128 7	18 0	8 8	97	142	30	iron, screw.
1,962	3,357	Cardiff Castle	ditto „	1844	Alexander Watson	173 5	19 3	8 8	67	101	60	iron.
1,963	27,121	Joanna	ditto „	1858	Forth and Clyde Navigation Company	64 0	11 3	4 7	19	25	6	screw.
1,964	27,957	"A"	ditto „	1849	J. Davie	65 5½	15 7½	7 4	42	52	20	iron, screw.
1,965	19,492	Australasian	ditto 1860	1857	James Burns and others	331 7	42 1	20 9	1,513	2,761	700	iron, screw.
1,966	28,211	"I"	ditto „	1850	Forth and Clyde Navigation Company	65 9	15 0	7 0	42	52	20	iron, screw.
1,967	28,216	Olympus	ditto „	1860	John Burns and others	276 8	36 0	26 0	1,220	1,794	250	iron, screw.
1,968	28,220	Marathon	ditto „	„	- - ditto	274 0	36 0	25 0	1,213	1,784	250	iron, screw.
1,969	28,221	Ostrich	ditto „	„	- - ditto	210 2	27 1	14 1	424	624	150	iron, screw.
1,970	3,160	Edinburgh Castle	ditto „	1844	David Hutcheson and others	140 2	16 5	7 0	44	98	45	iron.
1,971	28,225	Hecla	ditto „	1860	John Burns and others	274 1	36 2½	25 8½	1,214	1,785	250	iron, screw.
1,972	28,477	Atlas	ditto „	„	- - ditto	276 9½	36 2½	26 0½	1,220	1,794	250	iron, screw.
1,973	28,479	Margaretha Stevenson	ditto „	„	Marie E. Stevenson	110 6	17 0	9 9	66	114	40	iron, screw.

1,974	28,481	Autona	ditto	„	1859	George Wigg	166	9	23	1½	13	7	239	352	90	iron, screw.
1,975	13,532	Stromboli	ditto	„	1856	James Burns and others	198	8	28	8	17	6	619	734	100	iron, screw.
1,976	28,883	Pioneer	ditto	„	1859	Robert Burns	66	5	13	4½	4	9	28	33	12	iron, screw.
1,977	28,895	Albion	ditto	„	1860	James Reid and others	165	0½	24	2	11	7½	160	307	150	iron.
1,978	29,275	Advance	ditto	1861	1861	William M'Coskry	107	1	18	6½	9	3	37	127	80	iron.
1,979	29,278	Lancefield	ditto	„	„	J. R. Napier	145	6	23	2	13	3½	172	280	60	iron, screw.
1,980	29,279	Coringa	ditto	„	„	Calcutta and Burmah Steam Navigation Company.	199	8	27	5	15	8	435	583	150	iron, screw.
1,981	29,282	Moulmein	ditto	„	„	- - ditto	151	5	25	2	13	4	238	323	70	iron, screw.
1,982	29,284	Johnstone Castle	ditto	„	1860	Matthew Hodgart	139	2	20	1	9	7½	148	210	45	iron, screw.
1,983	29,290	Rothesay Castle	ditto	„	1861	David M'Kett	191	5	19	0	8	3	87	177	110	iron.
1,984	29,289	Flying Dutchman	ditto	„	„	J. P. Kidston and others	106	3	19	1	10	1	44	125	50	iron.
1,985	28,478	Athanasian	ditto	„	1860	John Hutchison	182	2	25	1½	14	6	306	418	60	iron, screw.
1,986	28,213	Dunglass	ditto	„	1857	W. J. Rintoul and others	68	3	17	7	6	7½	48	53	8	iron, screw.
1,987	28,214	Renfrew	ditto	„	„	- - ditto	70	2½	17	6	6	7½	48	53	8	iron, screw.
1,988	14,582	Chesapeake	ditto	„	1856	Alexander M'Kinnon and another	76	2	15	3	8	3	12	54	26	
1,989	43,687	Sidon	ditto	„	1861	John Burns and others	275	8	36	2½	25	8	1,267	1,782	250	iron, screw.
1,990	43,690	Palermo	ditto	„	„	R. Little and others	169	5	21	9	13	5	289	380	50	iron, screw.
1,991	43,691	Pladda	ditto	„	„	A. G. Kidston	181	5	24	6	13	7	297	391	80	iron, screw.
1,992	28,890	Kedar	ditto	„	1860	John Burns and others	275	8	36	2½	25	7½	1,212	1,783	250	iron, screw.
1,993	43,695	Express	ditto	„	1861	George Lyall	222	5	30	1½	10	4	290	489	180	iron.
1,994	15,700	Collier	ditto	„	1848	William Mories and another	127	7	20	2	10	5½	132	194	40	iron, screw.
1,995	43,709	Livorno	ditto	1862	1862	R. B. Handyside and others	169	6	21	9	13	5	290	381	50	iron, screw.
1,996	43,705	China	ditto	„	„	James Burns and others	326	2	40	4½	19	3	1,540	2,529	550	iron, screw.
1,997	16,246	Damascus	ditto	„	1856	James and Alexander Allen	253	5	32	0	22	2	825	1,214	200	iron, screw.
1,998	43,711	Scotia	ditto	„	1862	James Burns and others	379	0	47	8	30	5	2,358	3,871	1,000	iron.
1,999	42,537	Sultan	ditto	„	1861	Alexander Williamson	166	0	16	6½	7	2⅓	73	118	60	iron.
2,000	44,771	Pehlwan	ditto	„	1862	John Fleming	110	3	19	0½	9	2	74	135	60	iron.
2,001	44,777	Nan Zing	ditto	„	„	R. C. D. Moffatt	210	0	27	6	13	9	419	621	200	iron.
2,002	6,358	Inverary Castle	ditto	„	1839	David Hutcheson and others	158	5	20	2	9	3	146	209	80	iron.
2,003	44,780	Clydesdale	ditto	„	1862	- - ditto	180	2	24	1	13	2	254	403	120	iron, screw.
2,004	44,783	Two Sisters	ditto	„	„	Farlane M'Farlane	62	7	17	2	6	8	36	46	20	iron, screw.
2,005	44,784	Ranger	ditto	„	„	James Bremner	105	5	16	8	8	1	46	84	83	iron.
2,006	44,789	William Connal	ditto	„	„	John Hutchison	161	0	24	7	11	9½	268	339	60	iron, screw.
2,007	44,792	India	ditto	„	„	Calcutta and Burmah Steam Navigation Company.	239	0	30	2	19	0½	792	1,010	200	iron, screw.
2,008	44,794	Lyle	ditto	„	„	W. Harrison and others	49	9	11	8½	6	1½	15	22	14	iron, screw.
2,009	44,796	Messina	ditto	„	„	R. B. Handyside and others	169	5	21	9	13	5	290	381	55	iron, screw.
2,010	44,798	Ava	ditto	„	„	Robert Henderson and another	141	4	23	3	11	9½	207	278	60	iron, screw.
2,011	44,801	Kurrachee	ditto	„	„	Calcutta and Burmah Steam Navigation Company.	185	0	25	5	14	4	395	510	120	iron, screw.
2,012	44,804	Penang	ditto	„	„	- - ditto	218	8	28	0	16	6½	531	699	120	iron, screw.
2,013	16,241	St. Elmo	ditto	„	1856	Thomas Meikle	161	3	22	1	11	6	181	266	60	iron, screw.
2,014	26,004	Excelsior	ditto	„	1855	John Hutchison	167	4	22	9½	13	0	292	357	50	iron, screw.
2,015	44,811	Collina	ditto	„	1862	William Mories and another	135	9	19	7	10	7	176	234	60	iron, screw.
2,016	20,124	Sicilia	ditto	1863	1861	John Hutchison	227	4	28	1	17	5	582	735	110	iron, screw.
3,017	44,818	Wolf	ditto	„	1863	J. Burns and others	242	7	27	2	13	8	443	670	310	iron.
2,018	44,819	Corsica	ditto	„	„	- - ditto	224	2	32	2	24	0	681	1,134	200	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,019	45,951	Rangatira	Glasgow - 1863	1863	R. E. Shaw and others	144 8	20 6	9 7	175	218	50	iron, screw.
2,020	29,189	Chiettain	ditto - ,,	1860	Robert Redhead and another	85 4	19 1	9 2	59	87	35	iron, screw.
2,021	45,952	Genova	ditto - ,,	1863	R. B. Handyside and others	176 0	22 1	13 5	300	391	80	iron, screw.
2,022	45,956	Alpha	ditto - ,,	,,	Sir S. Cunard, bart.	221 8	27 6	14 9	514	653	112	iron, screw.
2,023	29,718	Mariner	ditto - ,,	1861	A. M'Kinnon and another	81 3	16 5	9 0	22	68	28	
2,024	47,051	Victor	ditto - ,,	1863	J. Reid and others	88 9	17 6	8 9	24	82	48	
2,025	15,458	Acquila	ditto - ,,	1843	P. L. Henderson	127 4	16 5½	7 6	45	95	60	iron.
2,026	45,964	Cheduba	ditto - ,,	1863	British India Steam Navigation Company	209 1	26 3½	16 1	538	667	100	iron, screw.
2,027	45,965	Autona	ditto - ,,	,,	D. Sloan and others	190 1	26 8½	14 0	399	509	90	iron, screw.
2,028	45,975	Thistle	ditto - ,,	,,	J. A. K. Wilson	201 5	25 9	12 3	305	472	302	iron.
2,029	45,976	Victory	ditto - ,,	,,	D. Stewart	176 7	17 6½	6 6	80	125	75	iron.
2,030	21,381	Hero	ditto - ,,	1858	A. Watson and another	181 0	19 1½	7 1½	84	157	80	iron.
2,031	45,984	Britannia	ditto - ,,	1863	R. B. Handyside and others	261 5	33 1	21 6½	1,118	1,392	360	iron, screw.
2,032	45,985	Bull Dog	ditto - ,,	,,	J. M. Hall	152 5	22 0	11 6	104	247	140	iron.
2,033	45,988	Staffa	ditto - ,,	,,	D. Hutcheson and others	148 4	23 1½	11 2½	156	273	100	iron, screw.
2,034	45,992	Euphrates	ditto - ,,	,,	British India Steam Navigation Company	208 7	28 3½	16 5	488	650	120	iron, screw.
2,035	45,993	Orissa	ditto - ,,	,,	- - ditto	153 2	23 1½	12 2	271	360	80	iron, screw.
2,036	45,997	Tripoli	ditto - ,,	,,	J. Burns and others	292 3	38 2	26 5	1,458	2,061	280	iron, screw.
2,037	45,995	Comorin	ditto - ,,	,,	British India Steam Navigation Company	176 3	25 2½	14 1	342	453	80	iron, screw.
2,038	45,999	Princess Royal	ditto - ,,	,,	J. Langlands and others	200 5	28 2½	14 8	404	566	150	iron, screw.
2,039	19,790	Chase	ditto - ,,	1858	N. Buchanan	64 4	17 6	7 6	39	56	12	screw.
2,040	47,817	Tuskar	ditto - ,,	1863	A. G. Kidston	181 5	24 6	13 7	294	397	80	iron, screw.
2,041	47,818	Burmah	ditto - ,,	,,	British India Steam Navigation Company	239 2	30 2	19 5	807	1,025	200	iron, screw.
2,042	17,874	Don Pedro	ditto - ,,	1856	R. B. Handyside and others	159 7	20 1	12 5	239	295	90	iron, screw.
2,043	42,542	Fairy	ditto - ,,	1861	J. Proudfoot and another	149 4	21 0	6 9½	147	210	75	iron.
2,044	47,828	Andalusia	ditto - ,,	1863	W. Mories and another	137 2	19 8	11 7	211	274	50	iron, screw.
2,045	47,833	Caledonia	ditto - ,,	,,	R. B. Handyside and others	261 5	33 1	21 6	1,119	1,393	360	iron, screw.
2,046	47,841	Arabia	ditto - ,,	,,	British India Steam Navigation Company	239 2	30 2	19 0½	807	1,027	200	iron, screw.
2,047	3,098	Irishman	ditto - ,,	1854	A. A. Laird	170 3	21 2	12 4	238	309	60	iron, screw.
2,048	6,389	Lochfine	ditto - 1864	1847	Archibald Denny and others	76 6	18 7	7 7	43	72	18	iron, screw.
2,049	47,846	Adele	ditto - ,,	1864	H. L. Seligmann	170 9	24 1	12 0	274	342	60	iron, screw.
2,050	47,845	Peruvian	ditto - ,,	1863	James Allan and another	312 1	38 4	17 0	1,899	2,549	330	iron, screw.
2,051	47,848	Albion	ditto - ,,	,,	James Galbraith	218 3	27 2	15 2½	453	668	180	iron, screw.
2,052	47,847	Yuen Tze Fee	ditto - ,,	1864	J. F. H. Trautmann	185 5	26 1	11 6	316	422	100	iron, screw.
2,053	45,963	Blanche	ditto - ,,	1863	Matthew Langlands and others	146 1	20 5	12 0	174	234	40	iron, screw.
2,054	48,903	Greenock	ditto - ,,	1864	J. B. Murdoch and others	64 8	17 8	9 1⅓	57	70	35	iron, screw.
2,055	48,901	Busheer	ditto - ,,	,,	British India Steam Navigation Company (Limited).	216 0	29 1½	16 7½	617	792	130	iron, screw.
2,056	23,056	Dieppe	ditto - ,,	1855	Peter Denny	181 5	19 8	10 7	170	270	150	iron.

2,057	47,849	Penguin	ditto	„	1864	John Burns and others	220	5	28	5	14	4½	519	680	180	iron, screw.
2,058	48,907	Roe	ditto	„	„	- - ditto	236	6	25	2	13	5	372	559	240	iron.
2,059	48,906	Flying Spray	ditto	„	„	J. P. Kidston and others	79	0	17	4	9	0	20	69	30	
2,060	48,908	Jamaica Packet	ditto	„	„	James Carson and another	138	7	21	0	10	5	152	208	55	iron, screw.
2,061	16,868	Flying Fish	ditto	„	1855	Henry Crawford	108	0	13	7	-	-	60	98	40	iron, screw.
2,062	48,909	Emma	ditto	„	1864	H. L. Seligmann	155	2	21	1½	12	6⅓	211	283	50	iron, screw.
2,063	43,707	Jessie Brown	ditto	„	1861	James M'Intosh	120	7	20	1	8	7½	117	147	30	iron, screw.
2,064	48,917	Argyle	ditto	„	1864	William Dick and another	85	8	19	0	8	7	69	104	25	iron, screw.
2,065	48,915	Petro	ditto	„	„	Robert Binning	65	5	14	5	4	7½	28	35	10	iron, screw.
2,066	48,921	Little Hattie	ditto	„	„	Henry Lafone	226	1	26	1½	10	6½	247	439	180	iron.
2,067	25,114	Sydney	ditto	„	1852	British India Steam Navigation Company (Limited).	227	0	34	0	24	0	762	1 214	300	iron, screw.
2,068	48,929	Ta-Pang-Nyo	ditto	„	1864	J. F. H. Trautmann	220	2	29	1	14	9	517	669	150	iron, screw.
2,069	18,186	Lady Franklin	ditto	„	1860	John Aiton	119	6	19	2	10	8	87	146	80	
2,070	26,471	Australian	ditto	„	1852	British India Steam Navigation Company (Limited).	225	0	34	0	22	5	725	1,208	300	iron, screw.
2,071	48,931	Eagle	ditto	„	1864	William Buchanan	204	0	20	2	7	3½	98	188	103	iron.
2,072	48,923	Norseman	ditto	„	„	James M'Farlane and another	81	7	18	1⅓	8	0	52	77	18	iron, screw.
2,073	48,933	Falcon	ditto	„	„	Donald M'Gregor	221	0	28	2	9	8½	286	446	180	iron.
2,074	48,928	Madras	ditto	„	„	British India Steam Navigation Company (Limited).	226	2	28	3	15	2	545	680	125	iron, screw.
2,075	48,932	Iona	ditto	„	„	David Hutchison and others	255	5	25	6	9	0	191	393	180	iron.
2,076	48,934	Platypus	ditto	„	„	J. N. Palmer	140	4	23	8	8	4½	164	217	50	iron, screw.
2,077	48,926	Lennox	ditto	„	„	Archibald Denny and others	139	4	14	1	6	5	65	87	40	iron.
2,078	48,927	Leven	ditto	„	„	- - ditto	139	4	14	1	6	5	65	87	40	iron.
2,079	48,936	Punjaub	ditto	„	„	British India Steam Navigation Company (Limited).	239	1	30	2	19	0	810	1,030	200	iron, screw.
2,080	48,939	Flamingo	ditto	„	„	Donald M'Gregor	221	2	28	2	9	8½	283	447	180	iron.
2,081	48,943	Ptarmigan	ditto	„	„	- - ditto	221	2	28	2	9	8½	283	447	180	iron.
2,082	48,944	St. David	ditto	„	„	James Allan and another	272	2	34	2	22	0	1,229	1,516	150	iron, screw.
2,083	48,945	Beagle	ditto	„	„	John Burns and others	185	8	26	2½	13	5	335	454	80	iron, screw.
2,084	48,946	Flying Mist	ditto	„	„	J. P. Kidston and others	90	8	17	8	9	2½	40	95	65	iron.
2,085	48,947	Wild Rover	ditto	„	„	J. T. Lawrence	226	1	26	1½	10	6½	246	438	180	iron.
2,086	48,948	Luzon	ditto	„	„	J. C. Bolton	180	5	26	1	13	9	352	473	100	iron, screw.
2,087	50,332	Clara	ditto	„	„	Benjamin Simons	165	4	20	9	12	0	220	291	53	iron, screw.
2,088	50,331	Condor	ditto	„	„	Donald M'Gregor	221	0	28	2	9	8½	283	446	180	iron.
2,089	50,333	Banshee	ditto	„	„	J. T. Lawrence	252	6	31	2	11	2	438	628	250	steel.
2,090	50,334	Alexander	ditto	„	„	Charles Henderson	165	0	23	1	7	6½	195	251	60	iron.
2,091	50,335	Armstrong	ditto	„	„	James Cameron	232	7	26	3	10	1	214	396	200	iron.
2,092	50,336	Clutha	ditto	„	„	David Sloan and others	190	3	26	9	14	0	397	508	90	iron, screw.
2,093	50,341	Michel	ditto	„	„	Charles Henderson	165	0	23	1	7	6½	195	251	60	iron.
2,094	50,339	Rhoda	ditto	„	„	John Jack	65	0	13	5½	4	9	28	33	12	iron, screw.
2,095	50,337	Cashmere	ditto	„	„	British India Steam Navigation Company (Limited).	239	1	30	2	19	0	810	1,028	200	iron, screw.
2,096	50,345	Arran Castle	ditto	„	„	Alexander Watson	220	5	21	0	7	5	121	224	130	iron.
2,097	19,494	Carradale	ditto	„	1857	Andrew Montague	80	3	15	0	6	6	34	51	24	iron, screw.
2,098	50,347	Caroline	ditto	„	1864	James Carlin	226	3	28	2	13	0	404	633	200	iron.
2,099	48,920	Vivid	ditto	„	„	J. M. Campbell and another	188	3	18	2	7	8	99	157	80	iron.
2,100	50,353	Evelyn	ditto	„	„	Donald M'Gregor	221	0	28	2	9	8½	284	447	180	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. *10ths*	*Feet.* *10ths.*	*Feet.* *10ths.*				
2,101	50,354	Moravian	Glasgow 1864	1864	James Allan and another	320 9	39 0	17 4½	1,598	2,246	400	iron, screw.
2,102	50,352	Flying Meteor	ditto „	„	J. P. Kidston and others	111 5	18 6	9 7	47	127	65	iron.
2,103	50,351	Flying Childers	ditto „	„	ditto	88 4	17 9	9 2½	29	84	60	
2,104	50,360	Mary and Ellen	ditto „	„	David M'Nutt	221 3	22 1	10 4½	242	352	130	iron.
2,105	50,361	Hattie	ditto „	„	J. L. Martin	219 4	20 2	8 4	203	284	130	iron.
2,106	28,482	Falcon	ditto „	1860	A. A. Laird	174 4	24 1	13 3½	265	390	100	iron, screw.
2,107	50,355	Susan Birne	ditto „	1864	Henry Lafone	252 2	31 1	11 0½	446	637	250	steel.
2,108	50,357	Cuba	ditto „	„	Sir S. Cunard, Bart., and others	338 2	42 4	19 4½	1,535	2,668	560	iron, screw.
2,109	47,170	Conqueror	ditto „	„	G. J. Kidston	126 4	20 0	11 4	83	181	95	iron.
2,110	50,364	Emily	ditto „	„	John Palliser	221 0	25 2	11 5	243	443	250	iron.
2,111	50,363	Emily	ditto „	„	James Carlin	255 5	34 1½	16 4½	736	1,100	300	iron.
2,112	50,362	Bertha	ditto „	„	H. L. Seligmann	170 6	25 2	12 4½	262	371	90	iron, screw.
2,113	50,365	Napoli	ditto „	„	R. B. Handyside and others	206 0	25 1	16 6½	486	635	96	iron, screw.
2,114	50,368	Florence	ditto „	„	E. L. Gilborne	252 3	31 2½	11 5	469	660	250	iron.
2,115	50,369	Edith	ditto „	„	William Hamilton, jun.	218 5	25 2	12 4	387	542	150	iron, screw.
2,116	22,511	*Rob Roy	Grangemouth 1850	1847	Carron Company	63 5	13 1	6 8	20	40	22	
2,117	13,542	Grange	ditto 1856	1856	ditto	178 5	25 1½	14 1	263	408	90	iron, screw.
2,118	18,240	Venus	ditto 1857	1857	John Strong and others	25 4	15 7	8 4	11	53	24	iron.
2,119	25,099	Harmony	ditto 1859	1859	G. G. Mackay	75 0	15 7½	8 3	13	54	26	
2,120	28,676	Carron	ditto 1860	1860	Carron Company	181 0	25 7	14 0	286	447	106	iron, screw.
2,121	28,677	Thames	ditto „	„	ditto	180 5	26 1	14 5½	340	454	106	iron, screw.
2,122	28,678	Pet	ditto 1861	1861	J. T. Salvesen and others	79 6	16 0	8 9	19	43	30	
2,123	28,679	Forth	ditto 1862	1862	Carron Company	188 1	27 1½	14 8	368	499	125	iron, screw.
2,124	45,545	Clutha	ditto 1864	1863	ditto	191 5	27 5½	15 0	394	534	130	iron, screw.
2,125		*Lord Harris	Greenock 1853	1853	J. Campbell and others	148 4	16 5	7 1	110	164	60	iron.
2,126	7,487	*Powerful	ditto 1854	1848	J. Park and others	73 7	15 6	8 7	17	68	35	
2,127	5,848	Vixen	ditto „	„	Alexander Ferguson and others	73 0	14 6	8 4	8	56	30	
2,128		Stamboul	ditto 1855	1854	Henry Lamb and others	131 6	19 4	9 7	149	202	–	iron, screw.
2,129	7,409	Alma	ditto „	1855	Duncan Stewart	157 3	16 2	7 4	66	123	80	iron.
2,130	22,507	Helen M'Gregor	ditto 1856	1848	D. Robertson and others	87 3	17 9	9 3	19	74	40	
2,131	7,517	Queen of Sheba	ditto 1857	1852	J. Park and others	79 1	15 8	8 7	12	59	40	
2,132	21,571	Pearl	ditto 1858	1858	John Hendry	86 0	16 7	8 0	17	72	40	
2,133	27,268	William Burnley	ditto 1859	1859	W. E. Cook and another	162 2	17 1	6 7	95	151	70	iron.
2,134	27,816	Scoter	ditto „	„	William Latour	77 0	14 0	4 7	22	44	20	iron, screw.
2,135	28,227	Gem	ditto 1860	„	A. R. Orr and others	81 8	16 4	8 5	16	64	30	
2,136	28,966	Jane Cochran	ditto „	1860	John and James Cochran	73 7	18 4	9 3	60	77	16	screw.
2,137	28,967	James	ditto „	1846	Robert Henry	66 3	16 4	5 2	33	39	13	iron, screw.

2,138	13,537	Samson	ditto	1862	1840	William Liddell and others	71	9	17	0	8	7½	15	61	32	
2,139	45,251	Sea Mew	ditto	1863	1863	J. N. Fleming	71	5	16	9	8	5	42	61	13	iron.
2,140	45,255	Barwon	ditto	„	„	R. Little and others	175	0	22	7	13	5	311	406	90	iron, screw.
2,141	45,257	Ruby	ditto	„	„	J. Hendry and others	104	3	19	0	10	2	41	114	50	
2,142	45,258	Jasper	ditto	„	„	- - ditto	103	2	18	9	9	6	42	123	50	iron.
2,143	45,266	Constance	ditto	1864	„	Donald MacGregor	201	4	20	1½	9	4	163	255	100	iron.
2,144	49,535	Macedon	ditto	„	1864	Robert Little and another	176	9	22	7	13	5½	314	410	90	iron.
2,145	49,537	Elsie	ditto	„	„	Donald MacGregor	201	4	20	1½	9	5	170	263	120	iron, screw.
2,146	49,540	Commodore	ditto	„	„	William Liddell and others	107	8	19	0	9	8	43	114	60	iron.
2,147	19,382	John and Mary	ditto	„	1857	James Carswell	70	9	14	0	7	4	11	44	20	
2,148	7,486	Defiance	ditto	„	1854	James Park and others	83	4	17	1	9	3	17	74	50	
2,149	6,362	Vigilant	ditto	„	1848	- - ditto	77	9	16	9	9	0	8	67	40	
2,150	22,052	Beauty	Inverness	1858	1858	Benjamin Percy	64	7	12	2	6	3	20	30	15	
2,151	14,512	Scottish Maid	Irvine	1857	1856	A. C. M'Kinlay	73	5	13	7	7	0	15	44	20	
2,152	18,042	Forth	Kirkaldy	1856	1855	William Ford and others	131	7	19	5	8	1	87	138	70	iron.
2,153	14,681	Raith	ditto	„	1856	William Swan and others	72	8	15	2	7	5	35	52	15	iron, screw.
2,154	29,569	Tiel	ditto	1863	1863	R. Herriot and others	72	5	16	6	8	2	43	64	16	iron, screw.
2,155	29,570	South Australian	ditto	1864	1864	Samuel White	225	0	26	3	15	0	436	633	180	iron, screw.
2,156	18,136	Royal Mail	Kirkwall	1856	1856	John Stranger and others	81	0	19	0	10	0	26	103	50	
2,157	7,864	*Britannia	Leith	1851	1851	James Brown	70	9	14	4	8	5	19	61	30	
2,158	20,427	*Samson	ditto	1853	1840	Jolliffe & Co.	88	3	16	8	9	8	28	101	–	
2,159	15,775	*Victor	ditto	„	1852	John Stoker	71	1	14	7	7	7	23	61	30	
2,160	7,736	*Goliah	ditto	„	„	D. R. MacGregor	74	6	15	1	8	8	23	69	42	
2,161	7,748	Best Bower	ditto	1854	„	John Buchanan and others	197	9	24	0	14	8	312	512	100	iron, screw.
2,162	10,283	*Pharos	ditto	„	1854	Commissioners of the Northern Lighthouses	182	0	25	3	14	8	300	524	120	iron.
2,163	7,834	*Leviathan	ditto	„	1849	Edinburgh, Perth, and Dundee Railway Company.	157	6	32	9	8	4	301	417	420	iron.
2,164	7,835	*Robert Napier	ditto	„	1850	- - ditto	129	6	23	3	8	5	144	234	–	iron.
2,165	7,735	*Alma	ditto	1855	1854	M'Gregor and Galloway	81	2	15	2	8	8	31	62	40	
2,166	7,727	*Baltic	ditto	„	„	John Stewart	79	9	19	4	9	6	88	120	20	iron, screw.
2,167	7,752	Star	ditto	„	1847	Patrick Mathews	67	5	14	5	8	1	20	51	25	
2,168	15,773	Contest	ditto	1856	1856	Helen Stokes and another	77	0	16	0	8	0	14	64	30	
2,169	15,776	Express	ditto	„	1848	Edinburgh, Perth, and Dundee Railway Company.	153	0	24	1	9	8	169	269	120	iron.
2,170	15,777	Thane of Fife	ditto	„	1847	- - ditto	141	0	18	3	9	7	107	171	70	iron.
2,171	15,778	Auld Reekie	ditto	„	„	- - ditto	141	5	19	1	9	1	103	163	68	iron.
2,172	15,779	Forth	ditto	„	1846	- - ditto	144	4	26	9	10	4	106	209	120	iron.
2,173	23,402	Alice	ditto	1857	1854	James Peace and others	152	5	23	0	14	9	226	332	70	iron, screw.
2,174	7,717	Ivanhoe	ditto	„	1850	J. Case and others	161	0	21	0	11	8	179	263	70	iron, screw.
2,175	18,579	Blue Bonnet	ditto	„	1857	Alexander Laing and another	83	4	17	2	9	5	14	73	35	
2,176	3,820	Gertrude	ditto	1858	1855	John Buchanan and others	199	4	24	4	14	5	335	493	75	iron.
2,177	22,020	Carrier	ditto	„	1858	Edinburgh, Perth, and Dundee Railway Company.	124	4	24	7	8	5	131	243	120	iron.
2,178	16,155	Corsair	ditto	1859	1852	Alexander Bayne and others	79	4	15	7	8	8	12	59	36	
2,179	28,752	Vistula	ditto	1860	1860	T. Buchanan and others	213	1	27	6	15	0	430	633	110	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,180	28,756	Tartar	Leith - 1861	1861	William Nicholson	80 7	16 8	9 0	23	70	30	
2,181	28,757	Dwina	ditto - „	„	J. Buchanan and others	223 4	27 7	15 0	537	667	112	iron, screw.
2,182	22,940	Temora	ditto - „	1855	London and Edinburgh Shipping Company	215 0	26 2	16 4	448	659	120	iron, screw.
2,183	28,755	Balbinie	ditto - „	1861	Edinburgh, Perth, and Dundee Railway Company.	199 6	40 4	8 9	357	533	200	
2,184	14,953	Alliance	ditto - „	1857	Alexander Laing and another	73 3	15 5	8 6	13	55	28	
2,185	43,501	Oscar	ditto - „	1861	London and Edinburgh Shipping Company	230 8	30 4	15 5	599	806	200	iron, screw.
2,186	27,741	Ariel	ditto - 1862	1859	Thomas Higgin	64 5	17 2	8 $2\frac{1}{2}$	42	62	16	iron, screw.
2,187	28,567	Robert Stephenson	ditto - „	1860	Duke of Buccleugh	84 0	17 5	9 0	20	74	40	
2,188	43,507	Ruby	ditto - „	1862	D. R. Macgregor and another	75 3	15 7	8 0	18	56	23	
2,189	43,509	Xanthe	ditto - „	„	Thomas Menzies	204 9	28 4	16 3	579	690	80	iron, screw.
2,190	44,951	Morna	ditto - „	„	London and Edinburgh Shipping Company	234 6	29 8	17 0	595	833	175	iron, screw.
2,191	44,952	Britannia	ditto - „	„	James Dorrington and another	182 6	23 2	11 0	276	371	150	iron.
2,192	15,459	Stirling	ditto - 1863	1856	D. R. Macgregor and others	198 8	28 5	17 7	688	831	100	iron, screw.
2,193	44,959	Osborne	ditto - „	1863	M. C. Gibson	211 6	27 1	14 1	387	564	120	iron, screw.
2,194	44,960	Fingal	ditto - „	„	London and Edinburgh Shipping Company	228 7	28 1	15 0	614	764	120	iron, screw.
2,195	6,341	Ossian	ditto - „	1855	- - ditto	61 2	13 0	5 7	17	30	14	iron, screw.
2,196	28,212	K.	ditto - „	1850	John Buchanan and others	65 6	15 $8\frac{1}{2}$	7 $2\frac{1}{2}$	42	52	20	iron, screw.
2,197	47,013	Anglia	ditto - „	1863	- - ditto	185 2	23 2	11 2	277	372	150	iron.
2,198	47,014	Berlin	ditto - „	„	- - ditto	216 6	27 1	14 0	492	620	120	iron, screw.
2,199	47,243	Vienna	ditto - „	„	- - ditto	216 0	27 1	14 0	489	617	120	iron, screw.
2,200	47,245	Garibaldi	ditto - 1864	1864	Helen Stoker and another	83 1	17 9	9 1	19	73	34	
2,201	44,953	Despatch	ditto - „	1862	John Buchanan and others	76 3	15 6	7 9	20	63	30	iron.
2,202	22,024	Orient	ditto - „	1859	- - ditto	200 1	27 7	15 $2\frac{1}{2}$	417	613	140	iron, screw.
2,203	7,844	Snowdoun	ditto - „	1855	- - ditto	206 1	24 $1\frac{1}{2}$	14 5	445	527	75	iron, screw.
2,204	22,516	Gnome	ditto - „	1856	- - ditto	187 3	26 1	14 7	355	522	80	iron, screw.
2,205	21,291	Benwell	ditto - „	1858	John Croall	67 $4\frac{1}{2}$	13 $0\frac{1}{2}$	7 $3\frac{1}{2}$	10	38	18	
2,206	1,389	Eagle	ditto - „	1852	John Esplen	197 5	25 1	14 0	365	500	120	iron, screw.
2,207	29,120	Battalion	ditto - „	1861	William Laing	208 3	28 2	15 6	557	678	70	iron, screw.
2,208	47,249	Warsaw	ditto - „	1864	Donald Currie and others	184 6	25 2	14 0	358	470	90	iron, screw.
2,209	51,063	Argyll	ditto - „	„	James Cowan and others	226 5	28 0	15 6	627	776	125	iron, screw.
2,210	51,062	Danzig	ditto - „	„	John Buchanan and others	222 6	29 0	14 $9\frac{1}{2}$	539	686	115	iron, screw.
2,211	1,335	Times	ditto - „	1851	M. C. Gibson and another	160 4	21 0	13 5	205	306	70	iron, screw.
2,212	51,064	Marie Stuart	ditto - „	1864	D. R. Macgregor and another	211 7	24 9	13 8	468	565	140	iron, screw.
2,213	51,065	Moray	ditto - „	„	James Cowan and others	226 8	28 0	15 5	629	777	115	iron, screw.
2,214	51,068	Stettin	ditto - „	„	John Buchanan and others	222 0	29 1	15 0	558	706	115	iron, screw.
2,215	44,298	Bob Chambers	Montrose - 1862	1862	Alexander Watt and others	80 6	16 8	8 8	18	67	29	
2,216	45,614	Teazer	ditto - 1863	1863	J. Fraser and another	79 3	16 9	9 1	22	69	28	

2,217	- -	*Jane - - -	Perth -	1853	1853	James Falshaw - - - - - -	73	5	19	0	5	7	51	72	—		
2,218	19,728	*Merlin - - -	Port Glasgow	1851	1850	J. O. Lever - - - - - -	150	8	16	1	8	0	104	159	80	iron.	
2,219	19,724	*Scottish Maid - -	ditto -	„	1846	John Laird - - - - -	65	4	13	3	7	8	14	46	25		
2,220	10,957	Conquest - -	ditto -	1857	1840	D. Robertson and others - - - -	68	6	16	8	8	4	20	67	32		
2,221	19,169	Beaver - - -	ditto -	1858	1858	John Aiton - - - - - -	179	8	19	4	7	2	45	72	72		
2,222	20,522	Isleman - - -	ditto -	1861	„	William Laing - - - - - -	130	5	19	8	11	4	116	172	80	iron, screw.	
2,223	29,192	Daphne - - -	ditto -	1862	1862	T. S. Begbie - - - - - -	137	6	19	0	9	2	124	165	35	iron, screw.	
2,224	44,295	Gloriana - -	ditto -	1864	„	John Laird - - - - - -	80	0	16	2	8	9	22	68	28		
2,225	8,754	Brothers - - -	ditto -	„	1854	- - ditto - - - - - -	71	5	14	9	8	0	13	57	20		
2,226	46,658	Amy - - -	ditto -	„	1864	E. J. Lomnitz - - - - - -	249	2	28	1	12	3	380	604	220	iron.	
2,227	7,802	Xantho - - -	Wick -	1864	1848	James Anderson and another - - -	114	0	17	8	8	4	44	53	60	iron.	
2,228	21,702	Countess of Galloway	Wigtown -	1847	1847	Galloway Steam Navigation Company - -	165	5	24	4	14	3	284	452	200	iron.	
2,229	18,739	Maid of the May -	Ballina -	1857	1857	William Wright - - - - -	79	7	18	0	9	4	37	86	35		
2,230	- -	*Grand Junction -	Belfast -	1844	1843	William Dargan - - - - -	94	6	18	0	10	0	62	130	60		
2,231	- -	*Countess of Caledon	ditto -	„	1838	- - ditto - - - - - -	73	6	11	4	6	7	16	48	30		
2,232	22,936	Semaphore - -	ditto -	1855	1855	Belfast Screw Steam Shipping Company -	206	3	24	2	15	6	381	560	120		
2,233	13,303	Vesta - - -	ditto -	1856	1856	Hugh Andrews and others - - - -	76	0	15	3	8	0	13	56	29		
2,234	15,209	Samson - - -	ditto -	1857	1844	Hugh Andrews, jun. - - - - -	67	7	15	0	7	8	17	56	30		
2,235	45,124	Electric - - -	ditto -	1863	1863	Belfast Steam Ship Company - - -	210	1	27	1	14	4	386	571	150	iron, screw.	
2,236	44,316	Pioneer - - -	ditto -	„	1862	Hugh Andrews - - - - - -	92	6	18	4	10	4	26	98	60		
2,237	44,125	Magnetic - -	ditto -	„	1863	Belfast Steam Ship Company - - -	210	1	27	1	14	4	386	572	150	iron, screw.	
2,238	5,849	Splendid - -	ditto -	„	1850	A. Hendry - - - - - -	69	9	13	9	6	3	12	37	24		
2,239	47,189	Waipara - - -	ditto -	„	1863	J. Ritchie - - - - - - -	80	6	16	0	7	0	48	69	30	iron, screw.	
2,240	45,635	Zealous - - -	ditto -	1864	1864	Hugh Andrews - - - - -	83	5	17	3½	9	0	18	70	30		
2,241	- -	*Star - - -	Cork -	1843	1839	Sir Richard Musgrave - - - -	75	9	14	3	6	3	33	61	—		
2,242	10,146	*Queen - - -	ditto -	1844	1838	P. Scott - - - - - - -	90	5	13	4	6	5	47	73	35		
2,243	10,145	*Princess - - -	ditto -	„	1841	T. S. Reeves and others - - - -	132	7	17	5	8	2	113	170	75		
2,244	- -	*Kingston - - -	ditto -	1846	1829	James Denny - - - - - -	76	6	17	9	9	0	34	106	—		
2,245	11,576	*Pilot - - -	ditto -	1847	1847	J. A. Harley and others - - - -	79	0	16	3	8	8	23	80	35		
2,246	11,575	*Royal Alice - -	ditto -	„	„	J. F. Maguire and others - - - -	145	4	18	4	8	0	105	144	100	iron.	
2,247	10,137	*Black Eagle - -	ditto -	1851	1850	John Dawson and others - - - -	79	9	15	8	9	1	28	81	45		
2,248	8,569	*Queenstown - -	ditto -	„	1851	Charles Sugrue and others - - - -	113	7	14	3	6	9	133	158	32	iron.	
2,249	8,567	*Victoria - - -	ditto -	1852	1852	- - ditto - - - - - -	134	0	15	1	7	6	82	111	50	iron.	
2,250	10,139	*Little Paddy - -	ditto -	1853	1829	G. Sutton - - - - - - -	50	0	13	0	7	6	28	35	18		
2,251	8,599	*Phœnix - - -	ditto -	1854	1831	A. and J. W. Savage - - - - -	63	6	16	3	6	7	33	61	24		
2,252	8,568	*Albert - - -	ditto -	„	1854	Charles Sugrue and others - - - -	133	3	15	1	7	7	77	107	50	iron.	
2,253	8,570	*Fairy - - -	ditto -	„	1853	J. E. Tracy and others - - - -	95	8	13	0	6	7	38	56	24	iron.	
2,254	1,004	Pelican - - -	ditto -	1859	1850	Ebenezer Pike and others - - - -	205	6	28	3	15	8	426	627	140	iron.	
2,255	8,321	Preussischer Adler -	ditto -	1860	1845	- - ditto - - - - - -	244	7	33	0	17	0	628	997	400	iron.	
2,256	8,483	Sabrina - - -	ditto -	„	1844	- - ditto - - - - - -	219	6	27	5	14	8	404	642	300	iron.	
2,257	409	Falcon - - -	ditto -	„	1854	- - ditto - - - - - -	211	0	28	0	15	0	412	606	100	iron, screw.	
2,258	5,856	Osprey - - -	ditto -	„	1855	- - ditto - - - - - -	214	2	20	1	15	6	426	626	100	iron, screw.	
2,259	8,322	Dodo - - -	ditto -	„	„	- - ditto - - - - - -	211	4	35	8	15	0	629	926	100	iron, screw.	
2,260	11,600	Bittern - - -	ditto -	„	1856	- - ditto - - - - - -	212	9	30	0	15	1	452	665	140	iron, screw.	
2,261	23,043	Albatross - -	ditto -	„	1850	- - ditto - - - - - -	197	2	29	8	15	0	406	597	140	iron, screw.	
2,262	27,992	Ibis - - -	ditto -	„	1860	- - ditto - - - - - -	254	4	31	2	15	8	609	895	154	iron, screw.	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,263	28,027	Daisy	Cork - 1860	1859	Ebenezer Pike and others	70 6	14 1	7 7	11	42	24	
2,264	27,994	Halcyon	ditto - „	1860	- - ditto	215 5	29 0	15 5	467	686	115	iron, screw.
2,265	14,553	William Wallace	ditto - „	1848	George Robertson	75 8	16 7	8 2	10	59	38	
2,266	15,272	Arran Castle	ditto - „	1830	W. D. Seymour	101 7	16 6	8 3	48	94	45	
2,267	8,437	Prince Arthur	ditto - 1861	1851	J. F. Maguire and others	153 9	16 6	7 2	105	143	80	iron.
2,268	23,045	Cormorant	ditto - „	1853	Ebenezer Pike and others	259 9	36 2	17 5	798	1,002	180	iron, screw.
2,269	27,999	Lily	ditto - „	1861	- - ditto	120 8	15 2	6 9	56	79	40	iron.
2,270	29,423	Citizen	ditto - „	„	Selby Clare and others	160 0	17 7	7 1	73	129	80	iron.
2,271	29,427	Lee	ditto - „	„	- - ditto	160 0	17 7	7 1	73	129	80	iron.
2,272	28,337	Brunel	ditto - 1862	1860	George Sutton & Son	82 0	17 4	9 4	21	81	35	
2,273	44,406	Commissioner	ditto - 1863	1862	Cork Harbour Commissioners	108 6	18 2	7 3	42	92	40	iron.
2,274	29,535	Pilot	ditto - „	1861	A. Sutton and another	88 4	18 1	9 5	33	90	40	
2,275	43,645	George P. Bidder	ditto - 1864	1862	George Sutton	82 3	17 4	9 0½	27	78	35	
2,276	44,413	Mosquito	ditto - „	1864	George Robinson	101 5	18 6	8 1	44	100	70	iron.
2,277	44,416	United States	ditto - „	„	John Dawson and others	106 0	18 9	10 0	52	126	70	iron.
2,278	44,417	Lord Clyde	ditto - „	„	Robert Seaton	103 8	18 5	9 8	34	115	50	iron.
2,279	16,801	Faugh o'Ballagh	Drogheda - 1857	1844	Drogheda Steam Packet Company	177 8	31 8	14 0	296	560	392	iron.
2,280	16,804	Brian Boroimhe	ditto - „	1846	- - ditto	180 0	27 1	15 1	266	583	310	iron.
2,281	16,807	St. Patrick	ditto - „	1845	- - ditto	184 3	26 4	14 7	269	571	336	iron.
2,282	16,806	Leinster Lass	ditto - „	1849	- - ditto	200 0	27 4	14 7	308	629	372	iron.
2,283	25,060	Colleen Bawn	ditto - 1862	1862	- - ditto	221 4	28 1	15 3	440	697	400	iron.
2,284	8,794	Duke of Cambridge	Dublin - 1838	1838	City of Dublin Steam Packet Company	158 1	23 5	16 5	265	498	220	
2,285	8,751	Royal William	ditto - „	1837	- - ditto	172 5	24 6	16 6	283	525	270	
2,286	8,783	Albert	ditto - 1845	1845	- - ditto	146 5	23 0	13 6	210	450	160	iron.
2,287	8,784	Roscommon	ditto - 1846	„	- - ditto	165 5	22 4	13 6	220	375	130	
2,288	8,807	*Emerald	ditto - „	1846	- - ditto	130 0	20 0	12 3	180	256	60	iron, screw.
2,289	13,400	*Pilot	ditto - „	1843	Thomas Joliffe	84 2	16 7	9 0	39	109	60	
2,290	8,785	*Diamond	ditto - „	1846	City of Dublin Steam Packet Company	130 0	20 0	12 5	184	256	60	
2,291	8,808	*Fairy	ditto - 1849	1849	- - ditto	129 0	16 3	8 3	81	153	65	iron.
2,292	8,787	Eblana	ditto - „	„	- - ditto	205 5	25 2	15 7	304	572	350	iron.
2,293	8,786	Duchess of Kent	ditto - „	1838	- - ditto	155 2	23 0	15 0	217	411	250	
2,294	8,788	Prince	ditto - 1851	1839	Dublin and Liverpool Steam Ship Building Company.	164 9	23 6	16 2	303	536	270	
2,295	8,789	Princess	ditto - „	„	- - ditto	165 9	23 7	16 0	293	520	270	
2,296	8,810	Trafalgar	ditto - „	1848	- - ditto	189 0	28 5	17 8	365	677	350	iron.
2,297	12,225	*Erin-go-Bragh	ditto - „	1840	- - ditto	126 4	22 4	10 9	222	324	100	iron.
2,298	8,790	Prince of Wales	ditto - „	1846	- - ditto	174 1	21 6	11 4	205	340	80	iron.
2,299	8,811	Prince Arthur	ditto - „	1851	City of Dublin Steam Packet Company	195 0	23 2	12 3	204	378	220	iron.

2,300	523	Duke of Cornwall	-	ditto	-	1852	1842	J. Ennis and others	-	-	-	-	170	8	26 4	17 0	325	607	360	
2,301	13,694	Foyle	-	-	-	ditto	-	„	1848	- - ditto	-	-	-	-	196	5	25 8	16 8	444	704	400	iron.
2,302	12,348	*Adeline	-	-	-	ditto	-	1853	1828	C. Pearson	-	-	-	-	70	5in.	17 11 in.	10 9 in.	35	67	40	
2,303	8,778	St. Columba	-	-	-	ditto	-	1854	1847	City of Dublin Steam Packet Company	-				205	3	26 4	15 1	457	653	375	iron.
2,304	8,691	*Standard	-	-	-	ditto	-	1855	1854	J. Stirling and another	-	-	-	-	174	5	24 9	13 7	294	422	100	iron, screw.
2,305	25,051	Sea Flower	-	-	-	ditto	-	„	1855	A. W. Laive	-	-	-	-	58	3	11 4	6 8	4	23	20	iron, screw.
2,306	25,151	Lady Eglinton	-	-	-	ditto	-	1857	1853	John Ennis and others	-	-	-	-	192	3	27 9	16 4	296	542	150	iron, screw.
2,307	8,809	Iron Duke	-	-	-	ditto	-	„	1844	Sir J. K. James and others	-	-	-	-	222	0	28 2	17 2	386	733	320	iron.
2,308	11,539	Artizan	-	-	-	ditto	-	„	1856	Great Southern and Western Railway Company					113	3	12 1	6 5	34	54	40	iron.
2,309	15,465	Duchess of Argyle	-	-	-	ditto	-	„	1848	- - ditto	-	-	-	-	150	9	15 1	6 6	53	85	60	iron.
2,310	9,062	Mars	-	-	-	ditto	-	1858	1852	James Brown	-	-	-	-	179	8	19 0	8 4	144	229	70	iron.
2,311	8,800	Windsor	-	-	-	ditto	-	1859	1846	Sir J. K. James and another	-	-	-		246	5	28 4	16 4	512	812	325	iron.
2,312	20,798	De Brus	-	-	-	ditto	-	1860	1858	C. J. Palgrave and others	-	-	-	-	146	7	20 1	11 5	178	261	40	iron, screw.
2,313	28,718	Leinster	-	-	-	ditto	-	„	1860	City of Dublin Steam Packet Company	-				343	0	35 0	19 0	386	1,383	700	iron.
2,314	27,699	Bull-dog	-	-	-	ditto	-	„	1859	James Clements and another	-	-	-		79	4	16 3	9 5	17	65	30	
2,315	28,720	Ulster	-	-	-	ditto	-	„	1860	City of Dublin Steam Packet Company	-				336	7	35 2	18 8	539	1,421	750	iron.
2,316	28,722	Connaught	-	-	-	ditto	-	„	„	- - ditto	-	-	-	-	338	0	35 2	18 8	450	1,412	700	iron.
2,317	28,723	Star	-	-	-	ditto	-	„	„	Stirling & Cooper	-	-	-	-	160	2	21 2	12 9	186	274	85	iron, screw.
2,318	28,724	Munster	-	-	-	ditto	-	„	„	City of London Steam Packet Company	-				336	6	35 2	18 8	541	1,432	750	iron.
2,319	28,725	Torch	-	-	-	ditto	-	„	„	Stirling & Cooper	-	-	-	-	160	2	21 2	12 9	186	274	85	iron, screw.
2,320	29,527	Ballymurtagh	-	-	-	ditto	-	1861	„	Wicklow Copper Mine Company	-	-			67	2	15 0	5 1	28	41	16	iron, screw.
2,321	28,334	Lioness	-	-	-	ditto	-	„	„	John Walsh	-	-	-	-	82	5	16 3	8 8	16	66	30	
2,322	28,573	William Hall	-	-	-	ditto	-	„	„	Bridgett Sheridan	-	-	-	-	85	9	17 3	8 9	22	75	35	
2,323	29,480	Challenge	-	-	-	ditto	-	„	„	John Walsh	-	-	-	-	87	3	16 6	8 9	21	75	48	
2,324	29,705	Norfolk Hero	-	-	-	ditto	-	1862	1861	Charles Palgrave and another	-	-	-		85	5	16 6	8 8	25	71	35	
2,325	44,571	Kingstown	-	-	-	ditto	-	„	1862	James Barrett and others	-	-	-	-	151	0	20 0	7 3	89	158	86	iron.
2,326	44,574	Lord Clyde	-	-	-	ditto	-	„	„	John Key	-	-	-	-	237	5	26 1	14 8	457	663	350	iron.
2,327	27,363	Sisters	-	-	-	ditto	-	„	1859	David and George Renwick	-	-	-		78	5	15 9	8 5	21	62	30	
2,328	27,701	Hecla	-	-	-	ditto	-	„	„	John Renwick	-	-	-	-	82	5	16 9	8 0	17	66	30	
2,329	45,833	Princess Alexandra	-	-	-	ditto	-	1863	1863	Port of Dublin Corporation	-	-	-		186	5	24 0	13 5	193	355	180	iron.
2,330	45,836	Lord Gough	-	-	-	ditto	-	„	„	J. Boyce and others	-	-	-	-	243	5	26 3	14 8	493	689	350	iron.
2,331	45,840	Alexandra	-	-	-	ditto	-	„	„	Charles Palgrave and others	-	-	-		180	0	26 9	16 1½	441	576	90	iron, screw.
2,332	45,844	Lord Clyde	-	-	-	ditto	-	1864	„	Joseph Boyce and another	-	-	-		243	3	26 3	14 8	493	689	350	iron.
2,333	21,746	Lightning	-	-	-	ditto	-	„	1858	David Renwick	-	-	-	-	82	5	17 0	9 1	12	71	35	
2,334	45,270	Earl of Carlisle	-	-	-	ditto	-	„	1864	Joseph Boyce and others	-	-	-	-	243	2	26 3	14 8	493	689	350	iron.
2,335	45,968	Vartry	-	-	-	ditto	-	„	1863	Charles Palgrave and another	-	-	-		176	6	26 1	15 0	396	510	80	iron, screw.
2,336	45,849	Dublin	-	-	-	ditto	-	„	1862	The Grand Canal Company	-	-	-		71	1	13 3	5 9	34	47	30	iron, screw.
2,337	45,850	Athlone	-	-	-	ditto	-	„	1863	- - ditto	-	-	-	-	71	1	13 3	6 3	36	48	30	iron, screw.
2,338	49,511	Limerick	-	-	-	ditto	-	„	1862	- - ditto	-	-	-	-	71	6	13 3	6 2	34	47	30	iron, screw.
2,339	17,018	Pride of Erin	-	-	Dundalk	-	1847	1847	Dundalk Steam Packet Company	-	-				194	8	26 2	15 7	377	661	356	iron.
2,340	22,810	Earl of Erne	-	-	ditto	-	1855	1855	Kelly & Co.	-	-	-	-	-	219	4	31 5	14 7	405	643	300	iron.
2,341	17,032	Enterprise	-	-	ditto	-	1856	1856	N. T. Coleman and others	-	-	-	-		221	5	30 6	15 1	446	708	320	iron.
2,342	18,089	Emerald Isle	-	-	ditto	-	1862	1862	Dundalk Steam Packet Company	-	-				235	5	28 2	15 1	477	718	320	iron.
2,343	21,481	Eglinton	-	-	Galway	-	1863	„	B. L. Guiness and others	-	-	-	-		115	5	16 0	7 5	67	94	40	iron.
2,344	227	*Rose	-	-	Limerick	-	1854	1845	London and Limerick Steam Ship Company (Limited).						119	0	20 4	12 9	151	249	60	iron, screw.
2,345	437	*European	-	-	ditto	-	„	1851	- - ditto	-	-	-	-	-	171	7	23 9	14 4	300	444	100	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1865, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,346	823	Holyrood - -	Limerick - 1854	1852	London and Limerick Steam Ship Company (Limited).	191 5	25 0	15 5	358	533	100	iron, screw.
2,347	20,677	Princess Alexandra -	ditto - 1863	1863	- - ditto - - - - - - -	212 5	27 5	15 3	490	629	140	iron, screw.
2,348	1,541	Shamrock - -	Londonderry 1847	1847	Glasgow and Londonderry Steam Packet Company.	186 5	25 9	16 5	325	618	300	
2,349	2,362	*William M'Cormick -	ditto - 1854	1854	Londonderry Steam Boat Company - -	213 5	26 6	16 1	353	685	320	iron.
2,350	13,531	Enniskillen - -	ditto - 1861	„	- - ditto - - - - - -	212 6	25 9	- -	464	663	300	
2,351	27,643	Lion - - -	ditto - 1863	1859	W. Coppin - - - - - -	106 2	18 0	10 0	59	121	60	iron.
2,352	29,045	Alexandra - -	ditto - 1864	1864	- - ditto - - - - - -	107 6	15 7	8 0	56	92	65	
2,353	19,101	*Annsbro' - -	Newry - 1855	1846	Charles Murland - - - - -	94 6	17 2	8 8	62	106	—	
2,354	25,063	Robert Burns - -	ditto - 1859	1857	Dundrum and Newcastle Steam Packet Company.	106 0	18 5	8 0	59	118	40	iron, screw.
2,355	11,564	Mystery - - -	ditto - „	1856	Dundalk Steam Packet Company - -	143 3	19 2	10 8	134	197	40	iron, screw.
2,356	27,712	Ranger - - -	ditto - 1862	1860	W. H. Carvill and others - - - -	85 0	16 9	9 2	17	75	35	
2,357	20,516	*Commerce - -	Sligo - 1843	1824	William Middleton and others - - -	74 8	15 8	7 6	44	74	45	
2,358	12,855	*Janet - - -	ditto - 1854	1853	Middleton and Pollexfen - - - -	76 2	10 5	6 3	34	46	18	screw.
2,359	12,859	Sligo - - -	ditto - 1857	1857	- - ditto - - - - - -	163 9	22 0	11 0	192	282	65	iron, screw.
2,360	341	*Diana - - -	Waterford - 1849	1849	Malcolmson, Brothers - - - -	183 2	23 9	13 6	390	527	100	iron.
2,361	578	*Citizen - - -	ditto - „	1846	- - ditto - - - - - -	140 6	19 3	12 0	167	236	30	iron.
2,362	6,423	*Duncannon - -	ditto - 1850	1837	Waterford Commercial Steam Navigation Company.	109 8	18 2	9 3	71	139	65	iron.
2,363	67	*Dublin - - -	ditto - „	1846	Malcolmson, Brothers - - - - -	146 2	19 2	12 1	241	330	28	iron, screw.
2,364	64	*Magnet - - -	ditto - 1852	1844	- - ditto - - - - - -	187 0	23 9	13 6	371	529	140	iron.
2,365	5	*Ceres - - -	ditto - „	1852	- - ditto - - - - - -	199 0	23 4	14 7	382	581	100	iron, screw.
2,366	66	*Lion - - -	ditto - 1853	1847	- - ditto - - - - - -	215 4	25 4	14 9	551	729	250	iron.
2,367	4	*Vesta - - -	ditto - „	1853	- - ditto - - - - - -	199 9	24 7	14 6	430	616	100	iron, screw.
2,368	14,204	*Ranger - - -	ditto - 1854	1846	- - ditto - - - - - -	181 0	20 0	13 6	308	407	40	iron, screw.
2,369	14,218	Shamrock - -	ditto - 1855	1836	Waterford Commercial Steam Navigation Company.	130 7	17 4	8 8	136	191	80	iron.
2,370	8,589	Brenda - - -	ditto - 1856	1855	Malcolmson, Brothers - - - - -	212 0	25 0	17 0	601	772	120	iron, screw.
2,371	8,591	Minna - - -	ditto - „	1856	C. K. Prisleau - - - - - -	212 0	26 0	17 0	615	774	264	iron, screw.
2,372	8,600	Aurora - - -	ditto - „	„	Malcolmson, Brothers - - - - -	205 5	26 0	15 2	401	589	130	iron, screw.
2,373	8,146	Cambria - - -	ditto - 1859	1845	- - ditto - - - - - -	163 5	22 2	11 3	198	315	140	iron.
2,374	20,790	Pomona - - -	ditto - „	1859	D. Malcolmson and others - - - -	251 5	29 0	20 8	995	1,225	250	iron, screw.
2,375	27,846	Una - - -	ditto - „	„	- - ditto - - - - - -	250 7	30 2	20 8	1,006	1,236	250	iron, screw.

2,376	27,847	Gipsy	ditto	„	„	William Malcolmson and others	205	8	30	2	15	9	470	691	250	iron, screw.
2,377	199	Earl of Auckland	ditto	1860	1848	ditto	153	0	25	0	11	7	215	316	60	iron, screw.
2,378	27,850	Zephyr	ditto	„	1860	ditto	209	7	28	3	14	9	462	679	250	iron, screw.
2,379	28,900	Beja	ditto	1861	1861	ditto	219	8	30	0	16	9	508	747	160	iron, screw.
2,380	28,897	Tintern	ditto	„	„	ditto	126	7	19	2	8	8	79	146	70	iron.
2,381	29,542	Ada	ditto	„	„	ditto	250	0	30	0	21	1	967	1,169	260	iron, screw.
2,382	29,543	Nora	ditto	„	„	ditto	177	6	26	3	14	2	334	432	100	iron, screw.
2,383	29,545	Era	ditto	„	„	ditto	201	5	24	0	15	0	437	560	90	iron, screw.
2,384	29,548	Delta	ditto	1862	„	Malcolmson, Brothers	201	2	24	1	16	5	454	594	90	iron, screw.
2,385	29,549	Bellona	ditto	„	1862	ditto	300	3	34	2	24	1	1,590	1,879	300	iron, screw.
2,386	29,426	Erin	ditto	„	1861	William Malcolmson	119	2	15	0	7	1	53	82	25	iron, screw.
2,387	45,351	Cella	ditto	„	1862	Malcolmson, Brothers	297	4	34	4	24	0	1,685	1,992	300	iron, screw.
2,388	21,184	Lorton	ditto	1863	1855	William Malcolmson	67	6	14	0	6	5	28	41	30	iron, screw.
2,389	45,356	Rosa	ditto	„	1863	William Malcolmson and others	130	3	19	2	8	1	88	148	65	iron.
2,390	45,355	Camilla	ditto	„	„	ditto	235	3	29	6	17	0	644	789	140	iron, screw.
2,391	29,547	Uruguay	ditto	„	1861	ditto	251	5	32	0	21	1	1,103	1,301	260	iron, screw.
2,392	29,550	Parana	ditto	„	1862	ditto	251	4	32	2	21	9	1,097	1,320	180	iron, screw.
2,393	45,359	Paraguay	ditto	1864	1864	ditto	251	2	32	0½	21	6	1,210	1,444	180	iron, screw.
2,394	45,360	Atalanta	ditto	„	„	ditto	341	6	34	2½	23	9	1,901	2,198	400	iron, screw.
2,395	47,541	Montezuma	ditto	„	1858	ditto	221	5	30	2½	19	2	705	911	140	iron, screw.
2,396	49,731	Jowa	ditto	„	1864	ditto	315	0	34	0	24	0	1,781	2,136	400	iron, screw.
2,397	45,017	Leda	ditto	„	1862	ditto	191	3	28	9	17	3	571	715	90	iron, screw.
2,398	8,070	Firefly	Wexford	1857	1845	H. W. Hartnell	167	9	25	0	11	5	208	330	160	iron.
2,399	20,250	Erin	ditto	1858	1858	Richard Devereux	81	5	16	1	8	9	17	68	40	
2,400	23,922	Troubadour	ditto	1860	1841	Wexford Steam Ship Company	208	5	32	8	13	8	387	615	180	iron.
2,401	44,288	Ruby	ditto	1863	1862	Wexford Harbour Commissioners	90	2	17	9	9	8	36	98	46	

Number of Vessels	2,401
Amount of Registered Tonnage	676,247
Amount of Gross Tonnage	992,550

General Register and Record Office of Shipping and Seamen,
London, 24 June 1865.

Jno. J. Mayo,
Registrar General.

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A.	Glasgow	1,964
Aberdeenshire	Aberdeen	1,853
Aberystwith	Gainsborough	812
Acquilla	Glasgow	2,025
Active	Shields	1,533
Ada	Waterford	2,381
Adela	Liverpool	1,141
Adele	Glasgow	2,049
Adeline	Dublin	2,302
Aden	London	194
Adjutant	Fleetwood	799
Admiral	Newcastle	1,347
Admiral	- ditto	1,432
Admiral Cator	West Hartlepool	857
Admiral Kanaris	London	431
Admiral Moorsom	Chester	773
Adria	London	589
Adriatic	- ditto	377
Adriatic	Newcastle	1,422
Adur	South Shields	1,658
Advance	Stockton	1,709
Advance	Sunderland	1,747
Advance	Glasgow	1,978
Adventurer	Liverpool	1,234
Africa	Glasgow	1,917
Agia Sofia	Liverpool	1,065
Agnes E. Fry	London	598
Agnes Louisa	Liverpool	1,226
Aid	London	171
Aid	Southampton	1,685
Airedale	London	226
Ajax	Bristol	708
Ajax	Faversham	798
Ajax	Sunderland	1,778
Ahuriri	London	557
Alabama	Liverpool	1,145
Alacrity	London	306
Alacrity	Shields	1,550
Alar	London	217
Alarm	- ditto	298
Alarm	Bristol	711
Albanian	Liverpool	1,020
Albatross	Hull	871
Albatross	Cork	2,261
Albert	London	543
Albert	Grimsby	839
Albert	Hull	928
Albert	Cork	2,252
Albert	Dublin	2,286
Albert Edward	London	423
Albion	- ditto	55
Albion	Hull	906
Albion	Liverpool	1,047
Albion	- ditto	1,074
Albion	- ditto	1,196
Albion	Shields	1,530
Albion	Glasgow	1,977
Albion	- ditto	2,051
Alderman Ridley	Newcastle	1,398
Alemania	London	655
Alert	Hull	911
Alexander	Dundee	1,897
Alexander	Glasgow	2,090
Alexandra	London	477
Alexandra	- ditto	506
Alexandra	- ditto	511
Alexandra	- ditto	559
Alexandra	- ditto	593
Alexandra	Newhaven	1,459
Alexandra	Dublin	2,331
Alexandra	Londonderry	2,352
Alford	London	512
Alice	- ditto	434
Alice	Preston	1,491
Alice	Leith	2,173
Alliance	- ditto	2,184
Alliance	London	233
Alliance	Southampton	1,674
Alma	Chepstow	765
Alma	Greenock	2,129
Alma	Leith	2,165
Alma	Newcastle	1,364
Alma	Rochester	1,498
Alpha	Glasgow	2,022
Alpheus	Aberdeen	1,866
Alster	Hull	873
Amalia	Liverpool	1,112
Amazon	London	425
Amazon	Newcastle	1,414
Amelia	Shields	1,562
America	Glasgow	1,919
America	London	654
American	Southampton	1,687
Amphion	London	643
Amy	Port Glasgow	2,226
Andalusia	Glasgow	2,044
Andrew Woodhouse	Yarmouth	1,848
Anglesea	Glasgow	1,926
Anglia	Dundee	1,895
Anglia	Leith	2,197
Anglia	Liverpool	1,139
Anglia	London	334
Anglian	Southampton	1,698
Anita	London	118
Ann	Middlesboro'	1,307
Ann and Jane	Newcastle	1,337
Ann and Jane	Sunderland	1,761
Anne	- ditto	1,782
Annette	London	378
Annette	- ditto	474
Annie	Liverpool	1,055
Annie	London	522
Annie	- ditto	547
Annie Vernon	Liverpool	1,036
Annsbro'	Newry	2,353
Ant	Gainsborough	807
Ant	Liverpool	1,017
Antagonist	London	554
Anthony Nichol	Newcastle	1,395
Antona	Glasgow	1,974
Antona	- ditto	2,027
Apollo	Bristol	714
Apollo	Shields	1,544
Aquila	Weymouth	1,822
Arab	Lowestoft	1,298
Arabia	Glasgow	1,909
Arabia	- ditto	2,046
Arabian	Carlisle	762
Arabian	Liverpool	1,147
Araxes	- ditto	1,031
Arbutus	Lancaster	960
Arcadia	Liverpool	1,024
Argo	Hull	898
Argus	London	212
Argus	- ditto	395
Argyle	Glasgow	2,064
Argyll	Leith	2,209
Argyll	Southampton	1,671
Ariel	Carlisle	761
Ariel	Leith	2,186
Ariel	London	228
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Arran Castle	Cork	2,266
Arran Castle	Glasgow	2,096
Arrow	London	415
Arrow	Middlesbro'	1,335
Artizan	Dublin	2,308
Artizan	London	319
Asia	Glasgow	1,916
Asia	London	478
Assam Nautilus	- ditto	302
Atalanta	Gainsborough	806
Atalanta	Ipswich	945
Atalanta	London	552
Atalanta	Southampton	1,669
Atalanta	Waterford	2,394
Athanasian	Glasgow	1,985
Athenian	London	241
Athens	Southampton	1,676
Athlete	Bristol	707
Athlone	Dublin	2,337
Atlantic	Liverpool	1,093
Atlas	Bristol	697
Atlas	Glasgow	1,972
Atlas	Llanelly	1,292
Atlas	Sunderland	1,756
Atlas	- ditto	1,777
Atlas	Whitby	1,831
Atrato	London	131
Auckland	- ditto	452
Augusta	Bristol	689
Augusta	Swansea	1,807
Auguste Louise	Glasgow	1,956
Auld Reekie	Leith	2,171
Aunt Alice	Goole	830
Aurora	London	595
Aurora	Waterford	2,372
Australasian	Glasgow	1,965
Australian	- ditto	2,070
Ava	- ditto	2,010
Avenger	Shields	1,521
Avon	Bristol	693
Ayrshire	Sunderland	1,792
Ayrshire Lass	Ayr	1,876
Azalea	London	410
Aziz	- ditto	504
Azof	- ditto	198
Badger	Liverpool	1,217
Bagdad Packet	- ditto	1,210
Balbec	Glasgow	1,910
Balbinie	Leith	2,183
Ballymurtagh	Dublin	2,320
Baltic	Leith	2,166
Baltic	London	203
Bannockburn	Weymouth	1,825
Banshee	Glasgow	2,089
Barbadian	Liverpool	1,232
Baroda	London	526
Baron Hambro'	- ditto	349
Barwon	Greenock	2,140
Bat	Liverpool	1,252
Battalion	Leith	2,207
Beacon	London	592
Beagle	Glasgow	2,083
Beaufort	Sunderland	1,730
Beauty	Inverness	2,150
Beaver	London	1
Beaver	Port Glasgow	2,221
Bebside	Newcastle	1,450
Bee	Gainsborough	809
Bee	Gloucester	816
Bee	Liverpool	1,025
Bee	Sunderland	1,737
Behar	London	265
Behera	Newcastle	1,441
Belgian	Liverpool	1,221
Belgium	London	109
Bellona	Waterford	2,385
Belmont	Middlesbro'	1,312
Belmont	Sunderland	1,776
Benares	London	237
Bengal	- ditto	102
Benwell	Leith	2,205
Berbice	Newcastle	1,378
Berlin	Leith	2,198
Berlin	Liverpool	1,105
Bermuda	- ditto	1,121
Bertha	Glasgow	2,112
Berwick	London	178
Best Bower	Leith	2,161
Bests	Shields	1,552
Beta	Waterford	2,379
Bhima	Liverpool	1,280
Biddick	Sunderland	1,794
Bird of the Harbour	Liverpool	1,085
Birkenhead	- ditto	976
Bishop	London	134
Bittern	Cork	2,260
Black Boy	London	220
Black Boy	Sunderland	1,793
Black Diamond	London	170
Black Duck	- ditto	535
Black Eagle	Cardiff	734
Black Eagle	- ditto	739
Black Eagle	Cork	2,247
Black Eagle	Hull	869
Black Prince	London	405
Black Swan	Newcastle	1,439
Blanche	Glasgow	2,053
Blanche	Liverpool	974
Blarney	- ditto	1,007
Blaydon	Newcastle	1,365
Blazer	Liverpool	1,043
Blessing	Newcastle	1,356
Blonde	London	514
Blossom	Sunderland	1,750
Blue Bell	London	199
Blue Bell	Sunderland	1,784
Blue Bonnet	Leith	2,175
Blue Bonnet	Shields	1,571
Blue Jacket	- ditto	1,578
Blyth	- ditto	1,512
Bob Chambers	Cardiff	757
Bob Chambers	Montrose	2,215
Bob Chambers	Shields	1,609
Bobolina	London	260
Bogota	Liverpool	1,083
Bold Buccleugh	Yarmouth	1,840
Bolderaa	Hull	885
Bolivar	Liverpool	1,184
Bolivia	- ditto	981
Bolivian	London	649
Bolton	- ditto	94
Bombay	- ditto	90
Bon Accord	Aberdeen	1,860
Bon Accord	Newcastle	1,374
Bonnie Dundee	- ditto	1,370
Boreas	London	309
Bosphorus	Liverpool	1,290
Bosphorus	London	61
Boston	Newcastle	1,382
Brackley	Liverpool	1,090
Braganza	- ditto	1,035
Brazilian	- ditto	1,256
Brazilian	London	648
Breeze	- ditto	483
Brenda	Waterford	2,370

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Bridegroom	London	8
Bridgwater	Liverpool	1,057
Brigadier	Newcastle	1,418
Brighton	Weymouth	1,823
Brilliant	Shields	1,529
Brilliant	Southampton	1,696
Britannia	Aberdeen	1,857
Britannia	Glasgow	2,031
Britannia	Leith	2,157
Britannia	- ditto	2,191
Britannia	Liverpool	978
Britannia	London	186
Britannia	- ditto	187
Britannia	Shields	1,510
Britannia	- ditto	1,597
Britannia	Wisbeach	1,836
British Hero	Hull	888
British Hero	Shields	1,592
British Queen	Glasgow	1,912
British Queen	Newcastle	1,372
British Queen	Stockton	1,701
British Warrior	Shields	1,537
Briton	Bristol	719
Briton	Falmouth	795
Briton	Newcastle	1,403
Briton	Southampton	1,686
Brittany	- ditto	1,699
Brother Jonathan	Liverpool	1,070
Brothers	Port Glasgow	2,225
Brothers	Shields	1,535
Bruiser	London	213
Brunel	Cork	2,272
Brunette	London	379
Buccleuch	Yarmouth	1,849
Bulldog	Dublin	2,314
Bulldog	London	235
Bull Dog	Glasgow	2,032
Bull Dog	Shields	1,561
Burmah	Glasgow	2,041
Burra Burra	London	158
Busheer	Glasgow	2,055
Cadiz	London	105
Cadiz	- ditto	296
Cairo	Liverpool	1,081
Calabar	London	569
Calcutta	- ditto	351
Caledonia	Glasgow	1,932
Caledonia	- ditto	2,045
Caledonia	London	132
Caledonia	- ditto	151
Caledonia	Newcastle	1,443
Callao	Liverpool	1,076
Calpe	- ditto	1,127
Cambria	Chester	772
Cambria	Waterford	2,373
Cambrian	Southampton	1,681
Camellia	London	243
Camilla	Waterford	2,390
Campanera	Cowes	780
Camperdown	Dundee	1,890
Canada	Glasgow	1,922
Candia	London	218
Canning	- ditto	197
Carbon	Newcastle	1,361
Cardiff Castle	Cardiff	730
Cardiff Castle	Glasgow	1,962
Cardinal Wolsey	Middlesbro'	1,326
Carham	Carlisle	764
Carlo	Liverpool	1,286
Carnatic	London	450
Caroline	Glasgow	2,098
Caroline	London	116
Carradale	Glasgow	2,097
Carrier	Leith	2,177
Carron	Grangemouth	2,120
Carrs	Newport	146
Carrs	Sunderland	1,764
Carthage	Glasgow	1,941
Cashmere	- ditto	2,095
Castilian	Liverpool	1,148
Catherine	Middlesbro'	1,313
Cato	Liverpool	992
Cecile	- ditto	1,173
Cella	Waterford	2,387
Celt	Campbeltown	1,879
Ceres	London	496
Ceres	Waterford	2,365
Ceres	Weymouth	1,824
Ceylon	London	258
Challenge	Dublin	2,323
Challenge	London	208
Champion	Liverpool	1,243
Champion	London	288
Champion	Middlesbro'	1,328
Champion	Shields	1,560
Chanticleer	London	409
Chanticleer	Shields	1,551
Charles Capper	London	587
Charley	Swansea	1,814
Charlotte	London	609
Charlotte	Swansea	1,809
Charlotte Ann Williamson	Newcastle	1,436
Charm	London	185
Chase	Glasgow	2,039
Cheduba	- ditto	2,026
Chesapeake	- ditto	1,988
Chesapeake	Newcastle	1,405
Cheshire	Liverpool	1,212
Chester	London	159
Cheviot	Goole	826
Chevy Chase	Newcastle	1,401
Chieftain	Glasgow	2,020
Chieftain	Liverpool	1,054
Chieftain	Shields	1,564
Chieftain	Swansea	1,805
Childe Harold	London	403
Childe Harold	- ditto	470
Chile	Liverpool	1,188
Chilian	- ditto	1,271
China	Glasgow	1,996
China	London	299
Chip Chase	Shields	1,625
Christina	London	261
Christina Sinclair	Cardiff	731
Christoper Thomas	Bristol	722
Cintra	Liverpool	1,009
Circassian	London	348
Citizen	Cork	2,270
Citizen	Waterford	2,361
Citizen (A.)	London	43
Citizen (B.)	- ditto	46
Citizen (C.)	- ditto	47
Citizen (D.)	- ditto	51
Citizen (E.)	- ditto	44
Citizen (F.)	- ditto	50
Citizen (G.)	- ditto	41
Citizen (H.)	- ditto	48
Citizen (I.)	- ditto	45
Citizen (K.)	- ditto	42
Citizen (L.)	- ditto	49
Citizen (M.)	- ditto	191
Citizen (N.)	- ditto	182
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City of Boulogne	London	34

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City of Hamburg	London	2
City of Limerick	Liverpool	1,171
City of London	Aberdeen	1,852
City of London	Liverpool	1,180
City of London	London	346
City of London	ditto	460
City of Manchester	Liverpool	989
City of New York	ditto	1,119
City of Norwich	London	354
City of Paris	ditto	634
City of Petersburg	ditto	497
City of Richmond	ditto	667
City of Rochester	-	1,497
City of Washington	Liverpool	1,026
Clan Alpine	London	438
Clansman	Glasgow	1,928
Clara	ditto	2,087
Clara	Gloucester	813
Claud Hamilton	London	407
Cleator	Liverpool	1,034
Cleveland	ditto	967
Clifton	Bristol	691
Clio	Hull	936
Clotilda	London	488
Clutha	Glasgow	2,092
Clutha	Grangemouth	2,124
Clyde	Liverpool	1,192
Clyde	London	107
Clyde	Sunderland	1,729
Clydesdale	Glasgow	2,003
Cochrane	Sunderland	1,759
Cock-o'-the-North	London	264
Cockerell	ditto	271
Cognac	Liverpool	1,107
Colchester	ditto	979
Colleen Bawn	Drogheda	2,283
Colletis	Goole	833
Collier	Glasgow	1,994
Collina	ditto	2,015
Collingwood	Newcastle	1,406
Colocotronis	London	445
Cologne	ditto	262
Colonia	Liverpool	1,128
Colonist	ditto	1,097
Columbia	London	333
Columbian	ditto	301
Columbine	Gainsborough	804
Columbus	Liverpool	1,238
Comet	ditto	1,040
Commerce	Sligo	2,357
Commissioner	Cork	2,273
Commissioner	Newcastle	1,427
Commodore	Greenock	2,146
Commodore	London	82
Commodore	Middlesbro'	1,311
Commodore	Weymouth	1,828
Comorin	Glasgow	2,037
Concordia	London	77
Condor	Glasgow	2,088
Confidence	Middlesbro'	1,320
Confidence	ditto	1,330
Congress	London	412
Connaught	Dublin	2,316
Connector	London	254
Conqueror	Liverpool	1,010
Conqueror	ditto	1,044
Conqueror	London	550
Conqueror	ditto	658
Conqueror	Shields	1,515
Conqueror	West Hartlepool	852
Conqueror	Glasgow	2,109
Conquest	Port Glasgow	2,220
Conservator	London	275
Constance	Greenock	2,143
Constitution	Liverpool	998
Contest	Goole	822
Contest	Leith	2,168
Contractor	London	154
Contractor	Plymouth	1,478
Contractor	Weymouth	1,827
Conway	London	36
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Corcyra	London	422
Coria	ditto	564
Coringa	Glasgow	1,980
Corinthian	Liverpool	1,014
Cormorant	Cork	2,268
Cornelia	London	111
Corsair	Bristol	720
Corsair	Leith	2,178
Corsica	Glasgow	2,018
Cosmopolitan	London	293
Cossack	Hull	895
Countess of Caledon	Belfast	2,231
Countess of Durham	Sunderland	1,746
Countess of Galloway	Wigtown	2,228
Countess of Lonsdale	London	103
Courier	ditto	635
Courier	Southampton	1,665
Cowen	Newcastle	1,426
Cricket	Aberystwith	672
Crimean	Liverpool	1,060
Cristobal Colon	ditto	1,175
Cronstadt	Hull	923
Cruizer	Liverpool	1,130
Cruizer	South Shields	1,647
Crusader	Liverpool	1,143
Cuba	Glasgow	2,108
Cuirassier	Hull	932
Cumberland	London	391
Cumbria	Carlisle	760
Cumbrian	Boston	676
Curlew	Liverpool	1,013
Cygnet	Glasgow	1,904
Cygnet	Newcastle	1,383
Cygnus	Weymouth	1,821
Cymro	Chepstow	766
Czar	London	427
Czarina	Hull	924
Dagmar	Liverpool	1,197
Dagmar	London	606
Dahlia	ditto	231
Daira	Liverpool	1,257
Daisy	Cork	2,263
Daisy	Sunderland	1,763
Dalmatian	Liverpool	1,131
Damascus	Glasgow	1,997
Damietta	Liverpool	1,249
Dandy	Falmouth	794
Dandy	South Shields	1,652
Dane	Southampton	1,673
Danish Queen	West Hartlepool	860
Dantzig	Leith	2,210
Danube	Liverpool	1,048
Daphne	Port Glasgow	2,223
Darien	Liverpool	1,167
Dart	Bristol	686
Dart	Newcastle	1,384
Dart	ditto	1,410
Dartmouth	Dartmouth	782
De Brus	Dublin	2,312
Deer	Liverpool	1,279
Deerhound	ditto	1,108
Defence	South Shields	1,644
Defiance	Bridgwater	680

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Delta	Glasgow	1,923
Delta	Liverpool	1,082
Delta	London	295
Delta	Waterford	2,384
Demetrius	London	209
Denbigh	Liverpool	1,102
Derwent	Aberdeen	1,858
Derwent	London	70
Derwent	- ditto	165
Derwent	- ditto	580
Derwent	Workington	1,839
Despatch	Leith	2,201
Despatch	Liverpool	1,052
Despatch	London	521
Deva	Goole	831
Diamond	Dublin	2,290
Diamond	Sunderland	1,748
Diana	Hull	881
Diana	Waterford	2,360
Dido	Hull	922
Dieppe	Glasgow	2,056
Dijleh	London	590
Disowned	- ditto	58
Dispatch	Southampton	1,667
Dodo	Cork	2,259
Dolphin	Bristol	712
Dolphin	Liverpool	1,162
Dolphin	London	180
Dolphin	- ditto	329
Dolphin	Yarmouth	1,843
Don	London	130
Don	Newcastle	1,346
Don	Rochester	1,499
Don Pedro	Glasgow	2,042
Donna	Swansea	1,803
Doris	London	279
Dougal	- ditto	54
Douglas	Sunderland	1,773
Douro	Liverpool	999
Douro	London	545
Dragon	Liverpool	1,132
Dragon	London	147
Dragon Fly	- ditto	112
Dragon Fly	Swansea	1,799
Dragoon	Newcastle	1,453
Dream	Liverpool	1,284
Druid	Campbeltown	1,880
Druid	Liverpool	1,039
Dryad	London	33
Dublin	Dublin	2,336
Dublin	Waterford	2,363
Duchess	Lancaster	959
Duchess of Argyll	Dublin	2,309
Duchess of Kent	- ditto	2,293
Duke of Buccleugh	Penzance	1,467
Duke of Cambridge	Dublin	2,284
Duke of Cornwall	- ditto	2,300
Duke of Sussex	Liverpool	983
Dumbarton	London	555
Dumfries	Southampton	1,695
Duncannon	Waterford	2,362
Dunglass	Glasgow	1,987
Durham	Shields	1,621
Dwina	Leith	2,181
Dwina	London	396
Eagle	Dundee	1,886
Eagle	Glasgow	1,947
Eagle	- ditto	2,071
Eagle	Leith	2,206
Eagle	Liverpool	1,260
Eagle	London	190
Eagle	- ditto	374
Eagle	Swansea	1,806
Earl de Grey	Hull	938
Earl Percy	Shields	1,545
Earl of Aberdeen	London	453
Earl of Arran	Ardrossan	1,873
Earl of Auckland	Waterford	2,377
Earl of Caithness	London	270
Earl of Carlisle	Dublin	2,334
Earl of Durham	Sunderland	1,769
Earl of Elgin	- ditto	1,771
Earl of Ellesmere	Liverpool	1,068
Earl of Erne	Dundalk	2,340
Earl of Malmesbury	Plymouth	1,474
Earl of Sunderland	Sunderland	1,716
East Anglian	Liverpool	1,262
Eastern Province	London	556
Eastham Fairy	Liverpool	1,117
Eblana	Dublin	2,292
Echo	Shields	1,567
Echo	Stockton	1,711
Eclipse	Liverpool	972
Economy	Clay	775
Economy	Shields	1,524
Edinburgh	Liverpool	1,087
Edinburgh Castle	Glasgow	1,970
Edith	- ditto	2,115
Edith	London	356
Edith	- ditto	538
Edith Owen	Sunderland	1,797
Edmund Ironsides	Gloucester	815
Edward Hawkins	Newcastle	1,377
Effort	Bristol	724
Effort	Shields	1,632
Eglington	Galway	2,343
Egmont	London	594
Egyptian	Liverpool	1,125
Eider	London	269
Eider	- ditto	662
Elaine	Sunderland	1,795
Elba	Newcastle	1,402
Eleanor	- ditto	1,438
Electric	Belfast	2,235
Elfin	Liverpool	1,183
Elfin	London	106
Elfin	- ditto	534
Elgin	- ditto	426
Eliza	Newcastle	1,448
Elizabeth	Liverpool	975
Elizabeth	London	485
Ella Constance	- ditto	236
Ellen Sinclair	- ditto	495
Ellora	- ditto	272
Elsie	Greenock	2,145
Elswick	Shields	1,611
Ely	Bristol	690
Ely	Cardiff	753
Emerald	Dublin	2,288
Emerald	Southampton	1,678
Emerald Isle	Dundalk	2,342
Emerald Isle	Hull	892
Emeu	London	281
Emily	Glasgow	2,110
Emily	- ditto	2,111
Emily	Goole	829
Emily	London	513
Emma	Bristol	725
Emma	Glasgow	2,062
Emmanuel	London	31
Emperor	Hull	866
Emperor	Liverpool	1,096
Emperor	- ditto	1,177

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Empress	Goole	820
Ems	Hull	931
Endeavour	Grimsby	834
Energy	London	214
Engineer	Dover	789
Engineer	Shields	1,584
Engineer	Sunderland	1,722
England	London	369
Enniskillen	Londondery	2,350
Enterprise	London	60
Enterprise	- ditto	277
Enterprise	- ditto	619
Enterprise	Bristol	706
Enterprise	Dundalk	2,341
Enterprise	Liverpool	994
Enterprise	- ditto	1,023
Enterprise	Shields	1,543
Ephesus	London	661
Era	Waterford	2,383
Erin	Liverpool	1,244
Erin	Rye	1,503
Erin	Waterford	2,386
Erin	Wexford	2,399
Erin go Bragh	Dublin	2,297
Escort	Shields	1,628
Esk	London	336
Esk	Whitby	1,830
Esmeralda	Liverpool	1,161
Espigador	- ditto	1,106
Essex	London	53
Estilla	Liverpool	1,135
Esther	London	315
Esther	- ditto	546
Eston Mab	Middlesborough	1,331
Ethiope	London	204
Etna	Liverpool	1,124
Euclid	London	232
Eugenie	Grimsby	838
Euphrates	Glasgow	2,034
Europa	London	579
Europa	Glasgow	1,935
European	Limerick	2,345
Euxine	London	71
Evelyn Mary	- ditto	585
Evelyn	Glasgow	2,100
Eversfield	London	95
Excelsior	Hull	904
Excelsior	Shields	1,608
Excelsior	Glasgow	2,014
Experiment	London	424
Experiment	Liverpool	1,215
Expert	Shields	1,542
Express	London	205
Express	Aberystwith	669
Express	Newcastle	1,396
Express	Glasgow	1,943
Express	- ditto	1,993
Express	Leith	2,169
Fairy	London	303
Fairy	Hull	870
Fairy	Plymouth	1,472
Fairy	Glasgow	2,043
Fairy	Cork	2,253
Fairy	Dublin	2,291
Fairy Queen	Bristol	684
Fairy Queen	West Hartlepool	849
Falcon	London	124
Falcon	- ditto	371
Falcon	Hull	872
Falcon	Glasgow	2,073
Falcon	- ditto	2,106
Falcon	Cork	2,257
Fame	London	386
Fanny	- ditto	56
Fanny	Liverpool	1,062
Fanny Lambert	London	503
Far East	- ditto	533
Faugh O'Ballagh	Drogheda	2,279
Favourite	Shields	1,616
Favourite	- ditto	1,635
Fear Not	Cardiff	755
Fearless	Bristol	705
Fearless	Middlesborough	1,325
Felling	Newcastle	1,369
Fideliter	London	481
Fifeshire	Dundee	1,888
Fingal	Leith	2,194
Firebrand	Middlesborough	1,310
Firefly	London	149
Firefly	Cowes	778
Firefly	Liverpool	1,072
Firefly	Glasgow	1,940
Firefly	Wexford	2,398
Fire King	Liverpool	1,038
Fire Queen	London	597
Fire Queen	West Hartlepool	862
Flamingo	Glasgow	2,080
Fletcher Despatch	Hull	908
Fluer de Marie	Swansea	1,812
Flora	London	435
Flora	Hull	920
Florence	Glasgow	2,114
Florence Nightingale	Hull	913
Florida	Liverpool	1,144
Flying Childers	- ditto	1,136
Flying Childers	- ditto	1,224
Flying Childers	Glasgow	2,103
Flying Dutchman	- ditto	1,984
Flying Fish	- ditto	2,061
Flying Meteor	- ditto	2,102
Flying Mist	- ditto	2,084
Flying Spray	- ditto	2,059
Foam	London	494
Fokien	- ditto	444
Forager	Bristol	715
Forest Queen	Liverpool	1,201
Forfarshire	Dundee	1,893
Forget-me-not	Stockton	1,713
Formosa	London	91
Forrester	Newcastle	1,388
Forth	London	492
Forth	Grangemouth	2,123
Forth	Kirkaldy	2,152
Forth	Leith	2,172
Fortuna	London	596
Foyle	Dublin	2,301
Frankfort	Liverpool	990
Frederica	Southampton	1,690
Friend of all Nations	Sunderland	1,790
Friend to all Nations	London	79
Friends	Sunderland	1,770
Fury	Gainsborough	816
Fury	Liverpool	1,041
Fury	Shields	1,555
Fusi Yarna	London	432
Fusilier	Newcastle	1,454
Galileo	Liverpool	1,231
Gambia	Aberdeen	1,856
Ganges	London	76
Ganges	Shields	1,617
Garelock	Cowes	779
Garibaldi	Newcastle	1,386
Garibaldi	Leith	2,200
Garland	London	549

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Gazelle	Rochester	1,501
Gem	Bristol	695
Gem	ditto	716
Gem	Southampton	1,670
Gem	Wells	1,818
Gem	Glasgow	1,925
Gem	Greenock	2,135
Gemariah	Newcastle	1,419
General Havelock	Shields	1,623
General Havelock	Sunderland	1,767
General Lee	London	607
General Pellisier	Shields	1,540
General Williams	Glasgow	1,945
Genova	Liverpool	1,073
Genova	Glasgow	2,021
Gently	Sunderland	1,745
George	Liverpool	966
George Elliott	London	486
George P. Bidder	Cork	2,275
George Olympius	London	313
George Peabody	ditto	402
George Robert	ditto	202
George and Jane	Hull	917
Georgia	Liverpool	1,235
Georgia Belle	ditto	1,288
Georgina M'Caw	ditto	1,220
Gerard	ditto	1,155
Germania	London	196
Gertrude	Hull	912
Gertrude	Leith	2,176
Gibraltar	London	155
Gipsy	Liverpool	1,053
Gipsy	Plymouth	1,470
Gipsy	Waterford	2,376
Gipsy King	Sunderland	1,749
Gipsy Queen	West Hartlepool	850
Gipsy Queen	Shields	1,587
Giraffe	London	4
Gitana	West Hartlepool	848
Gladiator	Liverpool	1,263
Gladstone	Middlesbro'	1,324
Glasgow	Glasgow	1,948
Glasgow	Liverpool	1,086
Glasgow	ditto	1,122
Gleaner	Cardiff	742
Gleaner	Middlesbro'	1,333
Glengyle	London	581
Gloriana	Port Glasgow	2,224
Gnome	Leith	2,204
Golconda	London	510
Golden Fleece	ditto	128
Golden Pledge	Liverpool	1,236
Goliah	Leith	2,160
Goliah	Shields	1,556
Goolwa	London	530
Gosforth	Shields	1,553
Governor Higginson	Glasgow	1,957
Grace Darling	Shields	1,514
Granada	London	225
Granadian	Liverpool	1,230
Grand Junction	Belfast	2,230
Grange	Grangemouth	2,117
Granite City	Aberdeen	1,861
Gratitude	Cardiff	747
Great Britain	Liverpool	1,911
Great Conquest	ditto	1,033
Great Conquest	ditto	1,098
Great Eastern	London	558
Great Emperor	Liverpool	1,241
Great Extended	Shields	1,598
Great Northern	Wisbeach	1,835
Great Victoria	Liverpool	1,182
Greatham Hall	West Hartlepool	854
Grecian	Liverpool	1,111
Greenock	Glasgow	2,054
Grey Mare Meg	London	14
Greyhound	Liverpool	1,200
Griffin	Ayr	1,875
Grimsby	Grimsby	841
Guayaquil	Liverpool	1,092
Guy Fawkes	Glasgow	1,908
Halcyon	Cork	2,264
Halls	London	125
Hamburg	ditto	440
Hanover	ditto	108
Hansa	ditto	630
Harkaway	South Shields	1,657
Harlequin	Gainsborough	805
Harlequin	Hull	914
Harmony	Grangemouth	2,119
Harmony	Shields	1,528
Harriet	Middlesbro'	1,306
Harry Clasper	Newcastle	1,392
Harry Vane	Sunderland	1,744
Harvest Home	Alloa	1,870
Harvest Home	Sunderland	1,751
Harvest Queen	West Hartlepool	859
Harwich	London	601
Haswell	Exeter	792
Haswell	London	362
Haswell	Sunderland	1,719
Haswell	ditto	1,787
Hattie	Glasgow	2,105
Haullier	London	442
Havre	Southampton	1,675
Havre	Swansea	1,815
Hawk	Hull	875
Hawk	Liverpool	1,016
Hawk	London	562
Hawthorns	ditto	366
Hayti	Liverpool	1,191
Heather Bell	Aberdeen	1,854
Heather Bell	Bridgwater	682
Heather Bell	Shields	1,588
Heather Bell	Sunderland	1,781
Heaton Hall	Newcastle	1,435
Hebe	London	455
Hecla	Dublin	2,328
Hecla	Glasgow	1,971
Hecla	Hull	903
Hecla	Shields	1,600
Hector	Sunderland	1,788
Helen	Liverpool	1,099
Helen	London	540
Helen Denny	ditto	624
Helen M'Gregor	Greenock	2,130
Helen M'Gregor	Hull	864
Helen M'Gregor	Sunderland	1,754
Helena	Liverpool	1,199
Hellan	South Shields	1,638
Hellenis	London	370
Helvellyn	Lancaster	955
Helvetia	Liverpool	1,291
Henry Bell	Glasgow	1,950
Henry Morton	London	326
Henry Southan	Swansea	1,808
Henry Wright	Shields	1,518
Her Majesty	Goole	828
Her Majesty	Portsmouth	1,481
Herald	Hull	929
Hercules	Bristol	699
Hercules	Dundee	1,881
Hercules	Liverpool	1,109
Hercules	London	57
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Hero	Liverpool	1,146
Hero	London	357
Hero	Stockton	1,714
Heron	Hull	953
Heron	London	542
Herschell	Liverpool	1,258
Hetton	Sunderland	1,758
Hibernia	Chester	768
Hibernia	London	332
Highland Maid	- ditto	39
Hilda	Whitby	1,829
Hindostan	London	13
Holland	- ditto	114
Holyrood	Limerick	2,346
Home	Shields	1,580
Honor	Newcastle	1,375
Hope	Shields	1,579
Humber	Hull	899
Hutton Chaytor	London	177
Hydaspes	- ditto	345
"I"	Glasgow	1,966
Ibis	Cork	2,262
Ida	London	471
Imperial	- ditto	160
Imperial	Lowestoft	1,299
Imperial Prince	Shields	1,565
Index	London	507
India	Glasgow	2,007
Indiana	London	343
Industry	Glasgow	1,942
Industry	Newcastle	1,352
Industry	Sunderland	1,727
Industry	Teignmouth	1,817
Insolent	London	193
Integrity	Middlesbro'	1,321
Interloper	London	551
Inverary Castle	Glasgow	2,002
Invincible	- ditto	1,899
Invincible	Liverpool	1,000
Iona	London	628
Iona	Glasgow	2,075
Ionia	Liverpool	1,080
Iowa	Waterford	2,396
Ipswich	London	604
Irene	- ditto	97
Irishman	Glasgow	2,047
Iron Duke	Cardiff	751
Iron Duke	Dublin	2,307
Iron Era	West Hartlepool	855
Iron King	Liverpool	1,003
Iron King	London	591
Ironmaster	Middlesbro'	1,317
Irwell	Hull	894
Isabella	Portsmouth	1,488
Isabella Croll	Liverpool	1,264
Isca	Newport	1,466
Isis	Liverpool	1,160
Island Queen	- ditto	1,123
Island Queen	West Hartlepool	861
Islay	Glasgow	1,924
Isle of Arran	Newcastle	1,449
Isle of Axholme	Gainsborough	811
Islesman	Port Glasgow	2,222
Italia	London	353
Italian	Liverpool	1,116
Ivanhoe	Leith	2,174
Ivanhoe	London	567
J. P. Almond	Shields	1,576
J. R. Hinde	London	571
Jabez Bunting	Liverpool	1,207
Jackal	Glasgow	1,914
Jackall	London	189
Jamaica Packet	Glasgow	2,060
James	Greenock	2,137
James Atherton	Liverpool	977
James Couley	Shields	1,627
James Joicey	London	461
James Kennedy	Liverpool	1,059
James Mason	Newcastle	1,413
James Watt	Glasgow	1,946
James Watt	Hull	887
Jane	Bristol	696
Jane	Perth	2,217
Jane Cochrane	Greenock	2,136
Jane and Phœbe	Middlesbro'	1,315
Janet	Sligo	2,358
Janet Tennant	London	462
Jarrow	- ditto	119
Jarrow	Newcastle	1,367
Jaspar	Greenock	2,142
Jeddo	London	273
Jenny Jones	Liverpool	1,233
Jessie Brown	Glasgow	2,063
Joanna	- ditto	1,963
John Bowes	Newcastle	1,354
John Bull	Cardiff	748
John Bull	London	3
John Bull	- ditto	286
John Bull	West Hartlepool	847
John Fenwick	London	373
John Hutton	Shields	1,619
John Lee	London	84
John Lee	Shields	1,522
John Liddell	London	499
John M'Intyre	- ditto	484
John Penn	- ditto	305
John Usher	Shields	1,574
John and Ann	Stockton	1,700
John and Mary	Greenock	2,147
John and William	Newcastle	1,340
Johnston Castle	Glasgow	1,982
Johove	London	560
Jonathan Blacklock	Shields	1,631
Jorawur	London	548
Joseph Locke	South Shields	1,646
Joseph Soames	Hull	926
Joseph Straker	Newcastle	1,430
Joseph and William	- ditto	1,349
Jubilee	Shields	1,526
Judith	Goole	819
Judy	Newcastle	1,445
Juno	Hull	937
Jupiter	Liverpool	1,149
Jupiter	London	207
Jupiter	- ditto	249
Justitia	- ditto	539
Juverna	Bristol	685
Jutland	Hull	921
"K"	Leith	2,196
Kaffraria	London	573
Kangaroo	Liverpool	1,077
Kate	London	451
Kate	- ditto	531
Kate	Preston	1,494
Kate	Shields	1,602
Kedar	Glasgow	1,992
Kelpie	London	487
Kenilworth	- ditto	625
Kent	- ditto	52
Kent	- ditto	261
Kepler	Liverpool	1,174
Killarney	Goole	824
Killingworth	Sunderland	1,728

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Kin Lin	Ayr	1,877
King Eyo Honesty, 2d	Liverpool	1,095
Kingsbridge Packet	Dartmouth	784
Kingston	Cork	2,244
Kingstown	Dublin	2,325
Kitten	Newcastle	1,417
Koina	Liverpool	1,276
Kong Brage	- ditto	1,079
Kurrachee	Glasgow	2,011
La Plata	Goole	823
La Plata	London	92
La Plata	- ditto	472
Labouchere	- ditto	259
Laconia	Liverpool	1,037
Ladoga	London	476
Lady Beatrix	Sunderland	1,789
Lady Berriedale	London	164
Lady Brisbane	Glasgow	1,907
Lady Bute	Cardiff	737
Lady Darling	Liverpool	1,270
Lady Eglinton	Dublin	2,306
Lady Elgin	London	508
Lady Elizabeth	Ipswich	951
Lady Franklin	Glasgow	2,069
Lady Havelock	Sunderland	1,774
Lady Jocelyn	London	352
Lady Kelburne	Glasgow	1,900
Lady Stirling	London	602
Lady Sondesborough	Scarborough	1,506
Lady of the Lake	Southampton	1,689
Lalla Rookh	London	611
Lambton	Sunderland	1,732
Lambton	- ditto	1,743
Lancefield	Glasgow	1,979
Lapwing	Gloucester	818
Lara	London	638
Lark	Liverpool	1,285
Lass o'Gowrie	London	28
Lass o'Gowrie	Rochester	1,500
Lass o'Gowrie	Shields	1,554
Latona	London	578
Laurel	Lancaster	956
Laurel	Newcastle	1,343
Leander	Shields	1,568
Leda	Waterford	2,397
Lee	Rochester	1,496
Lee	Cork	2,271
Lees	Shields	1,527
Leinster	Dublin	2,313
Leinster Lass	Drogheda	2,282
Leipzig	London	215
Leith	Glasgow	1,949
Lennox	- ditto	2,077
Leo	London	184
Leonidas	- ditto	341
Leopard	Hull	884
Leopard	Llanelly	1,294
Leopard	London	318
Levant	- ditto	144
Leven	Glasgow	2,078
Leviathan	Leith	2,163
Liberty	London	324
Liberty	Shields	1,575
Life Guard	- ditto	1,559
Lightning	Dublin	2,333
Lightning	Shields	1,633
Lily	Cork	2,269
Lily	Preston	1,490
Lily of the West	Aberdeen	1,864
Limerick	Dublin	2,338
Lion	Bristol	702
Lion	Liverpool	1,104
Lion	London	145
Lion	Londonderry	2,351
Lion	Shields	1,557
Lion	- ditto	1,596
Lion	Waterford	2,366
Lioness	Boston	677
Lioness	Dublin	2,321
Lioness	Liverpool	1,027
Little Ada	- ditto	1,203
Little Eastern	London	300
Little Hattie	Glasgow	2,066
Little Paddy	Cork	2,250
Little Western	Middlesbro'	1,314
Little Western	Scilly	1,507
Liverpool	Liverpool	1,176
Livorno	Glasgow	1,995
Lizzie	Liverpool	1,274
Lizzie	London	572
Lochfine	Glasgow	2,048
Lochgoil	- ditto	1,933
Lochlong	- ditto	1,959
Lodona	Hull	916
Lomonosoff	Newcastle	1,376
London	London	419
London	- ditto	632
London	Dundee	1,883
London Pride	London	173
Londonderry	Sunderland	1,740
Londos	Goole	832
Long Ditton	London	283
Long Ditton	- ditto	637
Lord Ashley	Grimsby	840
Lord Cardigan	- ditto	843
Lord Clyde	Dublin	2,332
Lord Clyde	Cork	2,278
Lord Clyde	Dublin	2,326
Lord Gough	- ditto	2,330
Lord Harris	Greenock	2,125
Lord John Russell	London	64
Lord Morpeth	Liverpool	1,214
Lord Raglan	Newcastle	1,360
Lord Warden	London	123
Lord Yarborough	Plymouth	1,469
Lord of the Isles	Southampton	1,688
Lorton	Waterford	2,388
Lotus	London	200
Lotus	Liverpool	1,169
Louisa	Dartmouth	783
Louisa	Southampton	1,679
Louise Crawshay	Newcastle	1,425
Louisiana	Liverpool	1,222
Lucerne	Sunderland	1,785
Lucy	London	244
Lucy	Liverpool	1,190
Luna	London	605
Luxor	Liverpool	1,278
Luzon	Glasgow	2,086
Lybia	London	541
Lyle	Glasgow	2,008
Lynx	Liverpool	1,219
Lynx	Glasgow	1,951
Lyon	Sunderland	1,739
Lyons	Newhaven	1,462
Maas	London	640
Macgregor Laird	- ditto	387
Macedon	Greenock	2,144
Macgregor	London	657
Madras	- ditto	85
Madras	Glasgow	2,074

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Maggie Lauder	Liverpool	1,205
Magician	London	15
Magnet	- ditto	127
Magnet	Waterford	2,364
Magnetic	London	529
Magnetic	Belfast	2,237
Maid of Kent	London	399
Maid of Orleans	Glasgow	1,938
Maid of the May	Ballina	2,229
Majestic	Newcastle	1,338
Malakoff	London	633
Mallorca	- ditto	663
Malta	- ditto	257
Manchester	Hull	867
Manchester	Liverpool	964
Marathon	Glasgow	1,968
Marco Polo	Sunderland	1,765
Margaret	Newcastle	1,351
Margaret	South Shields	1,650
Margaret Ansley	London	337
Margaret and Mary	Shields	1,525
Margaretha Stevenson	Glasgow	1,973
Marie	London	644
Marie Stuart	Leith	2,212
Mariner	Shields	1,626
Mariner	Glasgow	2,023
Marley Hill	Liverpool	1,172
Marmion	London	614
Marquis	Cardiff	752
Mars	Dublin	2,310
Marseille	Shields	1,601
Marseilles	Newhaven	1,460
Marshall	Newcastle	1,416
Marshland	Hull	943
Martello	Newcastle	1,344
Martin	London	390
Martlet	Hull	877
Mary	Cardiff	740
Mary	Liverpool	1,208
Mary	- ditto	1,239
Mary	Newcastle	1,348
Mary	- ditto	1,389
Mary Agnes	Liverpool	1,075
Mary Ann	Hull	901
Mary Celestia	London	561
Mary Jane	Newcastle	1,409
Mary Jane	Glasgow	1,905
Mary and Ellen	- ditto	2,104
Maryport	Maryport	1,305
Massilia	London	310
Matilda	Stockton	1,712
Matrimony	London	24
Maude Campbell	- ditto	652
Mauritius	- ditto	388
Mavrocordatos	- ditto	482
May Flower	Liverpool	1,151
May Queen	London	582
May Queen	West Hartlepool	858
Mazagon	London	251
Medea	- ditto	642
Medina	Southampton	1,668
Medora	London	583
Medusa	Wisbeach	1,838
Melbourne	London	518
Melita	Liverpool	1,195
Memnon	- ditto	1,115
Mercury	Newcastle	1,434
Merlin	Port Glasgow	2,218
Merrimac	London	406
Mermaid	- ditto	622
Mersey	- ditto	278
Mersey	Liverpool	973
Messenger	Shields	1,604
Messenger	South Shields	1,641
Messina	Glasgow	2,009
Metis	Ipswich	948
Metropolitan	London	294
Mexican	Liverpool	1,261
Michee	Glasgow	2,093
Middlesbrough	Middlesbrough	1,308
Middlesbrough	Stockton	1,710
Midge	London	367
Midge	- ditto	502
Milan	Liverpool	1,029
Milford	Bristol	710
Milford Haven	London	636
Minerva	- ditto	394
Minister Thorbecke	Hull	896
Minho	Liverpool	1,004
Minna	Waterford	2,371
Minnet	Yarmouth	1,847
Minnie	London	517
Minnow	Preston	1,492
Minos	Swansea	1,811
Mint	Liverpool	1,220
Mitcheles	London	339
Modern Greece	- ditto	292
Meander	Liverpool	1,015
Mona	London	469
Monarch	- ditto	16
Monarch	- ditto	115
Monarch	Portsmouth	1,487
Monarch	Southampton	1,672
Montague	Liverpool	1,056
Montezuma	Waterford	2,395
Montrose	Newcastle	1,408
Mooltan	London	335
Moravian	Glasgow	2,101
Moray	Leith	2,213
Morfa	Swansea	1,813
Morleys	Shields	1,509
Morna	Leith	2,190
Morro	Liverpool	1,100
Moselle	London	93
Moselle	South Shields	1,642
Mosquito	Cork	2,276
Moulmein	Glasgow	1,981
Mountaineer	- ditto	1,906
Mula	Liverpool	1,251
Mulgrave	Newcastle	1,420
Munster	Dublin	2,318
Myrtle	Lancaster	961
Mystery	London	96
Mystery	Newcastle	1,373
Mystery	Plymouth	1,475
Mystery	Newry	2,355
Naiad	London	397
Nan Zing	Glasgow	2,001
Napoleon	London	223
Napoli	Glasgow	2,113
Narwhal	Dundee	1,889
Nautilus	Hull	907
Neath Abbey	Swansea	1,801
Nelly	London	289
Nelly	Middlesbrough	1,332
Nelson	London	246
Nelson	Glasgow	1,927
Nemesis	London	227
Nepaul	- ditto	268
Neptune	- ditto	74
Neptune	- ditto	430
Neptune	Bristol	692

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Neptune	Liverpool	1,018
Neptune	Dundee	1,882
Netherton	Shields	1,531
Newburn	London	340
Newcastle	Arundel	673
Newcastle	Newcastle	1,412
Newcastle	ditto	1,451
Newcastle	South Shields	1,645
Newcomen	Dartmouth	787
Newhaven	London	80
Newport	Liverpool	1,152
Newsky	London	436
Newton	Liverpool	1,231
Newton Colville	Wisbeach	1,837
Niagara	Glasgow	1,920
Nicolai 1st	Liverpool	1,166
Night Hawk	ditto	1,253
Nightwatch	Cardiff	738
Nile	Liverpool	1,089
Nimrod	Cardiff	756
Nimrod	Glasgow	1,937
Nora	Waterford	2,382
Nora Creina	Cowes	781
Norfolk	Yarmouth	1,851
Norfolk Hero	Maryport	1,302
Norfolk Hero	Dublin	2,324
Norman	Southampton	1,697
Normanby	Newcastle	1,358
Normandy	Newhaven	1,458
Normandy	Southampton	1,693
Norna	London	117
Norse	ditto	610
Norseman	ditto	392
Norseman	Glasgow	2,072
North Eastern	Newcastle	1,442
North Heath	London	528
North Kent	Rochester	1,502
North Star	Newcastle	1,391
Northam	London	248
Northern Light	Shields	1,585
Northumberland	Ardrossan	1,872
Northumberland	Liverpool	1,267
Northumberland	Shields	1,511
Northumberland	ditto	1,614
Nubia	London	146
Number Seven	ditto	536
Number Eight	ditto	537
Nun	Liverpool	1,211
Nyanza	London	645
Nyanza	Liverpool	1,269
Nymph	London	88
Nymph	Liverpool	1,051
Ocean	Newcastle	1,339
Ocean Bride	Preston	1,493
Ocean Bride	Sunderland	1,786
Ocean King	ditto	1,791
Ocean Pride	Weymouth	1,820
Ocean Queen	Newcastle	1,431
Octa	Hull	910
Octavia	London	666
Oder	Hull	909
Old Dominion	Bristol	721
Olive	Newcastle	1,363
Olive	Sunderland	1,726
Olive Branch	Shields	1,546
Olympus	Glasgow	1,967
Ondine	Dover	788
Onega	London	575
Oneida	ditto	255
Onward	Newcastle	1,387
Onyx	Shields	1,590
Oracle	London	428
Oread	ditto	143
Orient	Leith	2,202
Orissa	London	266
Orissa	Glasgow	2,035
Orleans	Newhaven	1,461
Orontus	Liverpool	1,001
Orwell	London	505
Orwell	ditto	613
Osborne	Leith	2,193
Oscar	Glasgow	1,954
Oscar	Leith	2,185
Osiris	Liverpool	1,206
Ospray	Shields	1,606
Osprey	Cork	2,258
Ossian	Leith	2,195
Ostrich	Glasgow	1,969
Otago	London	498
Ottawa	Liverpool	1,002
Otter	London	98
Otter	Newcastle	1,362
Ovington	Sunderland	1,733
Ouse	Hull	918
Owl	Liverpool	1,245
Pacha	Hull	930
Pacific	London	376
Pacific	Hull	902
Palermo	Glasgow	1,990
Palestine	ditto	1,952
Palikari	London	479
Palmerston	Dover	790
Panther	London	78
Panther	Bristol	704
Panther	Hull	915
Paragon	Liverpool	1,058
Paragon	South Shields	1,643
Paraguay	Waterford	2,393
Parana	London	152
Parana	Waterford	2,392
Paris	London	153
Parthenon	Sunderland	1,772
Pasha	Newcastle	1,380
Patras	London	297
Patriot	Newcastle	1,399
Paul Jones	London	99
Paul Pry	ditto	37
Payta	Liverpool	1,265
Pearl	Grimsby	837
Pearl	Shields	1,603
Pearl	Southampton	1,662
Pearl	Greenock	2,132
Peep o'Day Boy	Grimsby	835
Pehlwan	Liverpool	1,246
Pehlwan	Glasgow	2,000
Pekin	London	35
Pelaw	South Shields	1,653
Pelican	London	641
Pelican	Cork	2,254
Pembrokeshire	Milford	1,336
Penang	Glasgow	2,012
Pendennis	Falmouth	796
Penelope	London	325
Penguin	Glasgow	2,057
Peninsula	London	307
Pennsylvania	Liverpool	1,194
Pera	London	175
Percy	Newcastle	1,397
Percy	Shields	1,615
Pernano	Liverpool	1,179
Perseverance	London	62
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Persia	Glasgow	1,931
Persian	Liverpool	1,178
Perth	London	347
Peru	Liverpool	1,129
Peruvian	Glasgow	2,050
Peruvian	London	650
Pet	Grangemouth	2,122
Peterhoff	London	437
Petrel	- ditto	421
Petrel	Bridgwater	681
Petrel	Ipswich	949
Petrel	Glasgow	1,953
Petro	- ditto	2,065
Pharos	Aberdeen	1,865
Pharos	Leith	2,162
Phœbe	London	338
Phœnix	Liverpool	1,156
Phœnix	Newport	1,463
Phœnix	Southampton	1,684
Phœnix	Cork	2,251
Pilot	London	631
Pilot	Newcastle	1,385
Pilot	Shields	1,569
Pilot	Sunderland	1,718
Pilot	- ditto	1,735
Pilot	Yarmouth	1,850
Pilot	Middlesbro'	1,322
Pilot	Cardiff	754
Pilot	Cork	2,245
Pilot	- ditto	2,274
Pilot	Dartmouth	785
Pilot	Dublin	2,289
Pilot	Hull	874
Pilot	London	150
Pilot	- ditto	280
Pilots	Shoreham	1,660
Pilots	South Shields	1,649
Pioneer	Belfast	2,236
Pioneer	Glasgow	1,903
Pioneer	- ditto	1,976
Pioneer	Liverpool	1,133
Pioneer	London	139
Pioneer	- ditto	263
Pioneer	- ditto	565
Pioneer	Shields	1,607
Pioneer	Southampton	1,680
Pioneer	Swansea	1,800
Pioneer	Yarmouth	1,845
Pladda	Glasgow	1,991
Plantagenet	Liverpool	1,078
Platypus	Glasgow	2,076
Pleiad	Liverpool	1,006
Pleiades	London	615
Plover	Glasgow	1,958
Plover	London	239
Pluto	- ditto	599
Plynlymon	Liverpool	1,049
Polyina	Dundee	1,892
Pomona	Waterford	2,374
Poonah	London	446
Post Boy	Lowestoft	1,296
Pottinger	London	68
Powerful	Greenock	2,126
Powerful	Hull	890
Powerful	Liverpool	980
Powerful	London	234
Powerful	- ditto	489
Powerful	Lowestoft	1,301
Premier	Clay	774
Premier	Weymouth	1,826
Precursor	London	18
President	Bristol	717
Preussischer Adler	Cork	2,255
Pride in the North	Sunderland	1,715
Pride of Erin	Dundalk	2,339
Prince	Dublin	2,294
Prince	Hull	878
Prince	Ipswich	946
Prince	Liverpool	1,213
Prince	London	304
Prince	- ditto	459
Prince	Weymouth	1,819
Prince Albert	Liverpool	986
Prince Albert	London	467
Prince Albert	Newcastle	1,342
Prince Albert	Portsmouth	1,484
Prince Albert	Whitehaven	1,832
Prince Alfred	Fleetwood	802
Prince Alfred	London	247
Prince Alfred	- ditto	441
Prince Alfred	South Shields	1,651
Prince Arthur	Cork	2,267
Prince Arthur	Dublin	2,299
Prince Arthur	Liverpool	1,275
Prince Cadwgan	Aberystwith	671
Prince Consort	Aberdeen	1,863
Prince Consort	Portsmouth	1,486
Prince Ernest	London	358
Prince Frederick William	- ditto	221
Prince Kung	- ditto	520
Prince Patrick	Fleetwood	800
Prince of Hesse	London	653
Prince of Wales	Alloa	1,867
Prince of Wales	Dublin	2,298
Prince of Wales	Liverpool	1,150
Prince of Wales	London	63
Prince of Wales	Newcastle	1,404
Prince of Wales	Portsmouth	1,483
Prince of Wales	Preston	1,489
Prince of Wales	Swansea	1,804
Princess	Cork	2,243
Princess	Dublin	2,295
Princess	London	523
Princess	Plymouth	1,476
Princess	Shields	1,539
Princess Alexandra	Dublin	2,329
Princess Alexandra	Hull	933
Princess Alexandra	Limerick	2,347
Princess Alice	Whitehaven	1,834
Princess Clementina	London	122
Princess Helena	- ditto	120
Princess Mary	- ditto	308
Princess Maud	- ditto	121
Princess Royal	Bristol	688
Princess Royal	Glasgow	2,038
Princess Royal	London	73
Princess Royal	Portsmouth	1,482
Progress	Middlesbro'	1,323
Progress	Newcastle	1,428
Promise	London	620
Prompt	West Hartlepool	853
Propeller	London	222
Propontis	Liverpool	1,266
Ptarmigan	Glasgow	2,081
Punch	London	267
Punch	Newcastle	1,394
Punjaub	Glasgow	2,079
Purbeck	Poole	1,479
Pursuit	Lowestoft	1,300
Queen	Aberdeen	1,859
Queen	Cork	2,242
Queen	Dartmouth	786
Queen	Dundee	1,887

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Queen	Ipswich	954
Queen	Liverpool	984
Queen	London	414
Queen	Plymouth	1,468
Queen	St. Ives	1,504
Queen	Shields	1,532
Queen	Southampton	1,666
Queen	Sunderland	1,736
Queen	Whitehaven	1,833
Queen Esther	London	245
Queen Victoria	- ditto	9
Queen of Scotland	Hull	927
Queen of Sheba	Greenock	2,131
Queen of the Belgians	London	413
Queen of the Isles	Aberystwith	670
Queen of the Isles	Ipswich	952
Queen of the Orwell	- ditto	950
Queen of the South	London	360
Queen of the Thames	Ipswich	947
Queenstown	Cork	2,248
Quickstep	Liverpool	1,187
R. T. C., No. 1	Newcastle	1,429
Racer	London	238
Rainbow	- ditto	5
Rainbow	- ditto	252
Rainbow	- ditto	618
Rainbow	Newcastle	1,421
Raith	Kirkaldy	2,153
Rambler	London	568
Rambler	Maryport	1,303
Ramsgate Packet	Liverpool	993
Rangatira	Glasgow	2,019
Ranger	- ditto	1,955
Ranger	- ditto	2,005
Ranger	Liverpool	1,193
Ranger	Llanelly	1,295
Ranger	Newcastle	1,350
Ranger	Newry	2,356
Ranger	Portsmouth	1,485
Ranger	Waterford	2,368
Ranger	West Hartlepool	845
Rangoon	London	323
Rangoon	- ditto	464
Rapid	Bridgwater	678
Rapid	Glasgow	1,934
Rapid	Shields	1,591
Rapid	- ditto	1,624
Rattler	Liverpool	1,163
Rattlesnake	- ditto	997
Rattlesnake	London	659
Ravenna	Newcastle	1,411
Reaper	Stockton	1,703
Rebecca	Caernarvon	729
Red Gauntlet	London	574
Red Lion	Southampton	1,677
Regas Ferreos	London	320
Regina	- ditto	385
Reindeer	Glasgow	1,911
Reliance	Liverpool	1,157
Relief	Bristol	718
Relief	Liverpool	1,240
Renard	Shields	1,586
Renfrew	Glasgow	1,987
Renown	London	458
Renown	Shields	1,610
Rescue	Liverpool	1,067
Resolute	Goole	821
Resolute	London	256
Resolute	- ditto	418
Restless	Shields	1,549
Retriever	Liverpool	1,063
Retriever	London	157
Rheims	- ditto	148
Rhine	- ditto	67
Rhoda	Glasgow	2,094
Rhone	Liverpool	1,045
Richmond	- ditto	1,164
Rifle	London	328
Rifleman	Cardiff	743
Rifleman	London	359
Rio de la Plata	- ditto	600
Ripon	- ditto	384
Rival	Liverpool	971
River King	Middlesbro'	1,318
River Queen	London	211
River Queen	Middlesbro'	1,316
Rob Roy	Grangemouth	2,116
Rob Roy	Hull	905
Rob Roy	Shields	1,534
Robert Airey	South Shields	1,655
Robert Bruce	Alloa	1,869
Robert Bruce	Liverpool	1,228
Robert Bruce	London	19
Robert Burns	- ditto	169
Robert Burns	Newry	2,354
Robert Burns	Shields	1,593
Robert Chambers	Newcastle	1,423
Robert Ingham	Liverpool	1,137
Robert Lowe	London	282
Robert Napier	Leith	2,164
Robert Owen	Yarmouth	1,844
Robert Pow	Shields	1,572
Robert Scott	London	457
Robert Scott	Shields	1,636
Robert Stephenson	Leith	2,187
Robert Todd	Liverpool	1,227
Robert and Jane	Newcastle	1,353
Roberts and Ann	Shields	1,519
Roe	Glasgow	2,058
Roman	Southampton	1,692
Rona	London	393
Rosa	Waterford	2,389
Rosa Eliza	London	612
Rosamond	Newcastle	1,379
Roscommon	Dublin	2,287
Rose	Glasgow	1,902
Rose	Limerick	2,344
Rose	London	516
Rose Diamond	Liverpool	1,283
Rosetta	- ditto	1,223
Ross D. Mangles	London	141
Rothesay Castle	Glasgow	1,983
Rothesay Castle	London	327
Rotterdam	- ditto	651
Rouen	- ditto	381
Rover	Liverpool	1,110
Rover	London	317
Rover	Shields	1,630
Royal Albert	Bristol	703
Royal Albert	Poole	1,480
Royal Alice	Cork	2,246
Royal Arch	Liverpool	1,154
Royal Charlie	Newcastle	1,446
Royal Consort	Fleetwood	801
Royal Mail	Kirkwall	2,156
Royal Princess	Exeter	791
Royal Standard	Liverpool	1,189
Royal Victoria	Chester	769
Royal Victoria	Lowestoft	1,297
Royal William	Dublin	2,285
Ruby	Greenock	2,141
Ruby	Leith	2,188
Ruby	Liverpool	1,237

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Ruby	Southampton	1,661
Ruby	Wexford	2,401
Rustan	Liverpool	1,247
Ryhope	London	321
Ryhope	Sunderland	1,766
Sabrina	Cork	2,256
Sahara	London	524
Saida	Newcastle	1,447
Sailor	Yarmouth	1,846
Sailor King	Liverpool	1,061
St. Clare	Newcastle	1,392
St. Columba	Dublin	2,303
St. David	Glasgow	2,082
St. Elms	- ditto	2,013
St. Lawrence	London	646
St. Michael	- ditto	110
St. Michael	- ditto	276
St. Patrick	Drogheda	2,281
St. Patrick	Liverpool	1,170
St. Petersburgh	Hull	879
St. Thomas	Liverpool	1,181
Saladin	- ditto	1,277
Salsette	London	242
Samphire	- ditto	398
Sampson	Bristol	700
Sampson	Hull	886
Samson	Belfast	2,234
Samson	Bristol	698
Samson	Dundee	1,884
Samson	Greenock	2,138
Samson	Leith	2,158
Samson	Liverpool	995
Samson	Llanelly	1,293
Samson	London	17
Samson	- ditto	27
Samson	Shields	1,573
Samson	Sunderland	1,752
Samuel Laing	London	284
San Carlos	Liverpool	1,091
Sapphire	Southampton	1,683
Sappho	Hull	939
Sardinian	London	176
Satellite	Glasgow	1,901
Satellite	Liverpool	965
Saxon	London	447
Saxon	Southampton	1,691
Saxonia	London	466
Scandinavian	Hull	889
Scoter	Greenock	2,134
Scotia	Dundee	1,894
Scotia	Glasgow	1,898
Scotia	- ditto	1,998
Scotia	Liverpool	1,138
Scotia	London	475
Scotia	- ditto	480
Scotia	- ditto	616
Scottish Maid	Irvine	2,151
Scottish Maid	Newcastle	1,390
Scottish Maid	Port Glasgow	2,219
Scottish Maid	Sunderland	1,725
Scout	Liverpool	1,142
Scud	London	420
Scylla	- ditto	500
Sea Flower	Dublin	2,305
Seaflower	Sunderland	1,762
Sea Gull	Hull	876
Sea Hawk	London	465
Sea Horse	Hull	880
Sea Horse	Sunderland	1,720
Sea King	Liverpool	1,242
Sea King	London	665
Sea Mew	Greenock	2,139
Sea Nymph	Chester	770
Sea Nymph	Gainsborough	808
Sea Queen	Liverpool	1,248
Sea Swallow	London	137
Seaton	Sunderland	1,738
Secret	Hull	897
Secret	Liverpool	1,282
Secret	London	439
Secret	Middlesbro'	1,329
Secretary	Liverpool	1,118
Seine	London	65
Seine	- ditto	314
Seine and Tamise, No. 2	- ditto	456
Semaphore	Belfast	2,232
Senhouse	Maryport	1,304
Sentinel	Newcastle	1,433
Severn	Bristol	694
Severn	Cardiff	744
Severn	London	83
Shaftesbury	- ditto	417
Shamrock	- ditto	316
Shamrock	Londonderry	2,348
Shamrock	Waterford	2,369
Shandon	Glasgow	1,913
Shannon	Hull	865
Shannon	London	290
Shannon	Sunderland	1,779
Shearwater	Newcastle	1,444
Sheffield	Hull	868
Shelburne	Lancaster	962
Shooey Leen	London	468
Sibyl	- ditto	32
Sicilia	Glasgow	2,016
Sicilian	Liverpool	1,088
Sidon	Glasgow	1,989
Silloth	Carlisle	759
Simla	London	140
Singapore	- ditto	75
Sir Charles Napier	Glasgow	1,939
Sir Colin Campbell	Newcastle	1,371
Sir Colin Campbell	Glasgow	1,930
Sir Edward Banks	London	10
Sir George Grey	Shields	1,541
Sir Harry Parkes	London	448
Sir James Duke	- ditto	364
Sir Robert Hawkes	- ditto	81
Sir Robert Peel	- ditto	69
Sir William Peel	- ditto	250
Sir Walter Raleigh	- ditto	172
Sir Walter Raleigh	- ditto	382
Sir Walter Scott	- ditto	101
Sir Walter Scott	Shields	1,605
Sir William Wallace	London	23
Sir William Wallace	Lancaster	958
Sir William Wallace	Shields	1,583
Sirius	Liverpool	1,168
Sisters	Dublin	2,327
Slasher	Liverpool	1,126
Sligo	Sligo	2,359
Smyrna	London	525
Smyrna	Hull	935
Snowdoun	Leith	2,203
Solent	London	113
Solent	Southampton	1,694
Solva	London	216
Souchays	Liverpool	1,140
Souter Johnny	London	21
South Australian	Kirkaldy	2,155
Southampton	Southampton	1,682
Southwick	Sunderland	1,768
Sovereign	Liverpool	1,046

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Sovereign	Aberdeen	1,855
Speedwell	Hull	919
Speedwell	Liverpool	1,114
Splendid	Belfast	2,238
Spray	South Shields	1,648
Sprite	Liverpool	1,255
Staffa	Glasgow	2,033
Stag	Liverpool	1,273
Stamboul	Greenock	2,128
Standard	Dublin	2,304
Stanley	London	668
Star	Cardiff	735
Star	Liverpool	1,030
Star	Leith	2,167
Star	Cork	2,241
Star	Dublin	2,317
Starlight	London	6
Start	ditto	312
Stella	ditto	576
Stella	Swansea	1,810
Stephenson	South Shields	1,659
Stettin	London	372
Stettin	Leith	2,214
Stirling	ditto	2,192
Stirling Castle	Alloa	1,868
Stockton	Stockton	1,706
Stork	London	623
Storm King	Cardiff	733
Storm King	Liverpool	1,066
Stour	London	617
Stour	Ramsgate	1,495
Stranger	Shields	1,589
Strelna	London	626
Stromboli	Glasgow	1,975
Sturdy	Liverpool	1,186
Success	ditto	1,272
Sultan	London	163
Sultan	Lancaster	957
Sultan	Glasgow	1,999
Sultana	Hull	893
Sunbeam	London	408
Sunbeam	Shields	1,595
Sunflower	London	174
Superb	Scarborough	1,505
Surprise	Liverpool	1,287
Susan Birnie	Glasgow	2,107
Susanna	London	179
Sussex	Newhaven	1,457
Swallow	Hull	883
Swan	Middlesbro'	1,334
Swanland	Hull	900
Swift	Cardiff	746
Swiftsure	Liverpool	1,120
Swilly	Hull	934
Sydney	Exeter	793
Sydney	Glasgow	2,067
Sydney Hall	London	433
Sylph	ditto	100
Sylph	Hull	940
Sylph	Liverpool	1,254
Syria	London	509
Syrian	Liverpool	1,094
T. D. Marshall	South Shields	1,640
Ta-Pang Nyo	Glasgow	2,068
Taff	Bristol	687
Taff	Cardiff	741
Talbot	Lancaster	963
Talbot	Liverpool	1,198
Talcan	ditto	1,134
Taliesin	Cardiff	732
Talisman	Liverpool	1,202
Tam o' Shanter	London	22
Tam o' Shanter	Shields	1,516
Tamar	London	142
Tamaulipas	Liverpool	1,005
Taptree	Glasgow	1,961
Tararna	London	621
Tarset	Shields	1,538
Tartar	Liverpool	988
Tartar	Middlesbro'	1,309
Tartar	Swansea	1,802
Tartar	Leith	2,180
Tasmanian	London	253
Tasso	Sunderland	1,796
Tay	Dundee	1,885
Teazer	Bristol	713
Teazer	Montrose	2,216
Teen Chang	London	544
Tees	Stockton	1,707
Telegraph	London	311
Telegraph	ditto	322
Telegraph	Chester	771
Telegraph	Shields	1,548
Telegraph	South Shields	1,654
Temora	Leith	2,182
Terrier	Ardrossan	1,874
Test	Chester	767
Test	Shields	1,523
Thames	London	66
Thames	ditto	368
Thames	ditto	577
Thames	Sunderland	1,780
Thames	Grangemouth	2,121
Thane of Fife	Leith	2,170
The Perthshire Lassie	Bristol	723
Therese	Glasgow	1,921
Thessalia	Liverpool	1,022
Thistle	Glasgow	2,028
Thomas Lea	London	553
Thomas Petley	London	38
Thomas Powell	Newport	1,465
Thomas Roydon	Liverpool	969
Thomas Wilson	Liverpool	1,008
Thomas and Mary	Shields	1,547
Three Daisies	Liverpool	1,204
Tiber	ditto	1,113
Tiel	Kirkaldy	2,154
Tiger	London	72
Tiger	Bristol	701
Tiger	Hull	882
Tiger	Liverpool	996
Tiger	ditto	1,229
Tiger	Sunderland	1,760
Times	Leith	2,211
Times	London	224
Tim Sin	ditto	515
Tintern	Waterford	2,380
Titan	London	383
Tom Bowline	Sunderland	1,723
Tom John Taylor	London	365
Tonbridge	ditto	40
Tonning	ditto	129
Torch	Dublin	2,319
Toward Castle	Liverpool	1,042
Tower	ditto	970
Towneley	Newcastle	1,381
Trafalgar	Dublin	2,296
Transit	London	586
Transit	Hull	863
Transit	Southampton	1,664
Trent	London	59
Trident	ditto	12
Trinity	ditto	30

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Tripoli	Glasgow	2,036
Tristram Shandy	Liverpool	1,216
Triton	London	25
Triumph	Liverpool	1,259
Troubadour	Wexford	2,400
True Briton	London	89
Trump	South Shields	1,637
Tubal Cain	Cardiff	745
Tugwell	London	443
Tuskar	Glasgow	2,040
Tweed	Berwick	675
Tweed	Swansea	1,816
Twilight	London	7
Two Sisters	Glasgow	2,004
Tyne	London	156
Tyne	Shields	1,558
Tyne	- ditto	1,612
Tyne	- ditto	1,620
Tynemouth	London	411
Tynemouth	Goole	825
Tynemouth	Newcastle	1,407
Tynemouth	Shields	1,581
Typhoon	London	473
Tyro	Grimsby	836
Tzamados	London	274
Uitenhage	Sunderland	1,798
Ulster	Dublin	2,315
Una	Waterford	2,375
Uncle Sam	London	285
Uncle Sam	Goole	827
Undine	London	192
United Kingdom	Liverpool	1,069
United Kingdom	Glasgow	1,944
United Service	Hull	942
United States	Cardiff	750
United States	Liverpool	1,032
United States	Cork	2,277
Universe	Liverpool	1,019
Urania	Yarmouth	1,842
Ursa Major	London	656
Uruguay	Waterford	2,391
Valetta	London	104
Valetta	Cowes	776
Valparaiso	Liverpool	1,050
Vanderbye	London	532
Vanguard	Cardiff	749
Vanguard	Aberdeen	1,862
Varina	Liverpool	1,185
Vartry	Dublin	2,335
Vectis	London	291
Velindra	Cardiff	736
Velocity	London	400
Venetia	- ditto	588
Venetian	Liverpool	1,084
Venture	Shields	1,629
Venus	London	454
Venus	Faversham	797
Venus	Glasgow	1,918
Venus	Grangemouth	2,118
Vernon	Liverpool	991
Vesper	- ditto	1,101
Vespers	Newcastle	1,437
Vesta	Carnarvon	726
Vesta	Sunderland	1,724
Vesta	Glasgow	1,915
Vesta	Belfast	2,233
Vesta	Waterford	2,367
Vestal	London	380
Viborg	- ditto	330
Viceroy	Hull	941
Victor	London	287
Victor	Middlesbro'	1,327
Victor	Dundee	1,896
Victor	Glasgow	2,024
Victor	Leith	2,159
Victoria	London	133
Victoria	- ditto	210
Victoria	- ditto	312
Victoria	- ditto	363
Victoria	Carnarvon	727
Victoria	Cowes	777
Victoria	Liverpool	1,028
Victoria	- ditto	1,064
Victoria	Newcastle	1,359
Victoria	Shields	1,566
Victoria	Sunderland	1,775
Victoria	Alloa	1,871
Victoria	Cork	2,249
Victoria Dock	London	188
Victory	- ditto	20
Victory	Liverpool	1,103
Victory	Shields	1,513
Victory	Stockton	1,705
Victory	Glasgow	2,029
Vienna	Leith	2,199
Vigilant	London	401
Vigilant	- ditto	566
Vigilant	Shields	1,517
Vigilant	- ditto	1,577
Vigilant	Stockton	1,702
Vigilant	Sunderland	1,755
Vigilant	Greenock	2,149
Viper	London	660
Virgin	- ditto	570
Virginia	- ditto	603
Virginia	Liverpool	1,209
Viscount Lambton	Sunderland	1,734
Vistula	Leith	2,179
Vittorio	London	416
Vivid	- ditto	11
Vivid	- ditto	519
Vivid	Glasgow	2,099
Vixen	London	629
Vixen	Shields	1,570
Vixen	Greenock	2,127
Volga	London	389
Voltigeur	Liverpool	1,159
Voltigeur	Stockton	1,704
Volunteer	London	344
Volunteer	- ditto	355
Volunteer	Plymouth	1,477
Volunteer	South Shields	1,639
Volunteer	Sunderland	1,783
Vulcan	Glasgow	1,960
Vulcan	London	350
Vulcan	- ditto	563
Vulcan	- ditto	608
Vulture	- ditto	181
Vulture	- ditto	627
Waipara	Belfast	2,239
Walker	Middlesbro'	1,319
Walker	Newcastle	1,415
Walker	Shields	1,634
Wallasey	Liverpool	982
Wanderer	Newcastle	1,355
Wansbeck	London	240
Wansbeck	Newcastle	1,400
Wansbeck	Sunderland	1,717
War Eagle	South Shields	1,656
War Eagle	Stockton	1,708
Wards	Newcastle	1,366

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Warrior	London	404
Warrior	- ditto	449
Warrior	Liverpool	1,268
Warrior	Shields	1,599
Warsaw	Leith	2,208
Wasp	Liverpool	1,071
Water Lily	Barnstaple	674
Water Lily	Liverpool	1,153
Water Lily	Sunderland	1,742
Waterloo	London	375
Waterman	Newcastle	1,357
Waterman, No. 1	London	166
Waterman, No. 2	- ditto	135
Waterman, No. 3	- ditto	138
Waterman, No. 4	- ditto	136
Waterman, No. 7	- ditto	167
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Waterman, No. 12	- ditto	168
Watersprite	- ditto	201
Waterston	Shields	1,508
Waterwitch	London	29
Waterwitch	Shields	1,563
Wave	London	493
Wave	Gloucester	817
Wave Queen	London	501
Wave of Life	Carnarvon	728
Waverley	Carlisle	763
Wearmouth	London	161
Wearmouth	Sunderland	1,757
Welches	- ditto	1,753
Welcome	Shields	1,520
Wellington	London	229
West Dock	West Hartlepool	851
Whisper	London	647
White Squall	- ditto	639
Whiteinch	Borrowstoness	1,878
Whitwell	Sunderland	1,721
Wilberforce	Grimsby	842
Wilberforce	Shields	1,622
Wild Rose	Liverpool	1,158
Wild Rover	Glasgow	2,085
Wildfire	Dundee	1,891
William	Cardiff	758
William Burnley	Greenock	2,133
William Cargill	Newcastle	1,368
William Charles	West Hartlepool	846
William Connall	Glasgow	2,006
William Cory	London	219
William Fawcett	Liverpool	968
William Hall	Dublin	2,322
William Jolliffe	London	26
William M'Cormick	Londonderry	2,349
William Scott	Shields	1,618
William Wallace	Cork	2,265
William and Jane	Newcastle	1,440
William and John	Sunderland	1,731
William and Mary	Newcastle	1,345
William and Mary	Shields	1,536
Willing Mind	Liverpool	1,218
Willington	Newcastle	1,455
Willington	Plymouth	1,473
Windermere	London	331
Windsor	Dublin	2,311
Wirral	Liverpool	985
Witch	London	664
Wizard	Glasgow	1,936
Wizard	Shields	1,594
Wo Kee	London	490
Wolf	Glasgow	2,017
Wonder	Liverpool	1,225
Wonder	London	86
Wonder	- ditto	206
Wonder	Shields	1,613
Wonder	Southampton	1,663
Wren	Liverpool	1,289
Wye	Bristol	683
Wye	- ditto	709
Wye	London	126
Wyre	Fleetwood	803
Wyvern	Newcastle	1,456
X. L.	Newcastle	1,341
Xanthe	Leith	2,189
Xantho	Wick	2,227
Yeddo	London	463
Yow Yangs	- ditto	491
Yuen-Tze-Fee	Glasgow	2,052
Zaimis	Hull	925
Zealous	Belfast	2,240
Zealous	London	584
Zebra	Hull	891
Zephyr	Liverpool	987
Zephyr	Waterford	2,378
Zingari	West Hartlepool	844

STEAM VESSELS.

RETURN of the whole of the REGISTERED STEAM VESSELS of the United Kingdom on the 1st day of January 1865; distinguishing Vessels built of Iron, and also Vessels having Screw Propellers, and giving the Aggregate Number of Vessels, and Amount of Tonnage, with an ALPHABETICAL INDEX.

(*Mr. Thomas Baring.*)

Ordered, by The House of Commons, *to be Printed*, 27 *June* 1865.

[*Price* 10 *d.*]

422.

Under 8 *oz.*

AN

ABSTRACT OF THE RETURNS

MADE TO THE

LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE,

OF

WRECKS AND CASUALTIES

WHICH OCCURRED ON AND NEAR THE

COASTS OF THE UNITED KINGDOM,

From the 1*st January to the* 31*st December* 1864.

WITH

A Statement of the Number of Lives lost and saved; of the Amounts granted out of the Mercantile Marine Fund as Rewards for the Salvage of Life, for Contributions towards the Maintenance of Life Boats, and for Expenses in connexion with the Mortar and Rocket Apparatus for saving Life, during the same Period; and a Précis of the Special Inquiries instituted into the Causes of such Wrecks and Casualties, by order of the Board of Trade.

With Charts.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1865.

12853.

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Remarks to accompany the Wreck Return of the Board of Trade, 1864.

The number of wrecks and casualties from all causes on the coasts of the United Kingdom and in the surrounding seas reported in 1864 is 1,390. The number reported in 1863 was 1,664. The annual average number of casualties during the five years ended 1858 was 1,118; and during the five years ended 1863, 1,488.

The corrected annual average of the ten years from 1855 to 1864 inclusive is 1,343. The number reported in 1864 is therefore below the average of the preceding five years, but above the corrected average of the last ten years.

As has been before observed, the general average number of casualties reported will probably increase from year to year, owing to the increase in the number of ships frequenting our coasts and adjoining seas, whilst the particular number for any one year will be increased or diminished according to the prevalence or absence of gales of remarkable violence and duration.

Thus in October 1859, there was the "Royal Charter" gale and a loss of 343 ships. In January, February, and November 1861, there were north-east and south-easterly gales, which added 460 to the number of casualties. In January, October, and December 1862, there were westerly gales, with upwards of 540 casualties; and in January, March, September, October, November and December, 1863, there were westerly gales with 930 casualties. In November, 1864, there were 264 casualties, with the wind chiefly in the south-south-east and south-west, but owing to the absence of any special gales of remarkable duration and violence in 1864, the total number of casualties in that year is 274 below the number in 1863.

The number of ships lost or damaged in the 1390 casualties reported in 1864 is 1741, representing a registered tonnage of upwards of 350,000 tons. The number of ships reported is in excess of the number of casualties reported, because in cases of collision two or more ships are involved in one casualty. Of these 1741 ships, 1434 are known to have been ships belonging to Great Britain and its dependencies, with British certificates of registry, and 246 to have been Foreign ships. Of the remaining 61 ships the country and employment are unknown. Of the British ships 980 were employed in British coasting trade, and 454 were employed in the (over sea) Foreign and Home trade; and of the Foreign ships 13 were employed in the British coasting trade.

Of the total number of casualties (1390) reported in 1864, 351 were collisions, and 1039 were casualties other than collisions. Of these 1039 casualties, 386 resulted in total losses, and 653 in partial damage more or less serious. It is specially worthy of remark that the whole number of casualties other than collisions reported in 1864, is less than the number reported in any year since 1858.

The annual average for 9 years is for total losses 440, and for partial losses 605, as against this the numbers for 1864 are for total losses 386, and for partial losses 653.

This will be seen from the following short statement:—

Casualties other than Collisions.			
Year.	Total Losses.	Partial Damage.	Total.
1856	368	469	837
1857	384	482	866
1858	354	515	869
1859	527	540	1,067
1860	476	605	1,081
1861	513	658	1,171
1862	455	695	1,150
1863	503	830	1,333
1864	386	653	1,039
Total -	3,966	5,447	9,413

Average of 9 years, 440 total loss; 605 partial damage.

Note.—*The year* 1855 *is omitted from this statement as the machinery had not then been sufficiently organized to ensure that all or nearly all the casualties in that year were reported, and there is reason to believe that some casualties may perhaps not have been reported in the years* 1856, 7 *and* 8.

Of the 386 total losses from causes other than collisions, 163 only were caused by stress of weather, 89 were caused by inattention, carelessness, or neglect, 39 arose from defects in the ship or in her equipments (and of the 39, no less than 25 appear to have foundered from unseaworthiness) and the remainder from various other causes.

Of the 653 partial losses other than collision, 299 were caused by stress of weather, 148 arose from carelessness, 53 from defects in the ship or her equipments, and the remainder from various causes.

This is shown in the following short table:

Casualties other than Collisions.

Year.	Total Loss.					Partial Damage.					Total.
	Arising from Stress of Weather.	Arising from Inattention, Carelessness, and Neglect.	Arising from Defects in Ships or Equipments.	Arising from various Causes.	Arising from Causes unknown.	Arising from Stress of Weather.	Arising from Inattention, Carelessness, and Neglect.	Arising from Defects in Ships or Equipments.	Arising from various Causes.	Arising from Causes unknown.	
1859	298	84	42	70	33	308	97	42	88	5	1,067
1860	278	103	49	40	6	367	110	49	72	7	1,081
1861	302	89	48	49	25	424	102	56	75	1	1,171
1862	242	72	25	96	20	386	115	42	144	8	1,150
1863	332	61	31	65	14	550	115	30	126	9	1,333
1864	163	89	39	64	31	299	148	53	144	9	1,039
Total for 6 Years	1,615	732		513		2,334	959		688		6,841

The total number of ships reported to have foundered or to have been lost on our coasts from unseaworthiness in 9 years is 385; and the number of casualties caused through unseaworthy ships, unsound gear, &c. and resulting in partial damage in the same time is 538.

In 1864 there were 74 casualties to fishing smacks and vessels; excluding these 74 fishing vessels the number of vessels employed in the regular carrying trade that have suffered from wreck or casualty during the year, is shewn to be 1667. If this number is again sub-divided, it will be found that more than half of it is represented by the unseaworthy, overladen, or ill found vessels of the collier class chiefly employed in the coasting trade. This will be more readily apparent by the following short table:—

Ships.	No.	
Fishing smacks - -	—	74
Colliers laden - - -	523	844
Colliers in ballast - -	99	
Metallic ores - -	126	
Stone ores - - -	96	
Ships with other cargoes, and other ships in ballast -	—	823
Total vessels -		1,741

From table 4 it will be seen that in the six years ended 1864 casualties to comparatively new ships bear a very high proportion to the whole number of casualties. That 757 casualties happened to nearly new ships, and 1,441 to ships from three to seven years of age. Then there are casualties to 1,711 ships from seven to 14 years old, and to 2,856 from 15 to 30 years old. Then follow 1,038 ships from 30 to 50 years old. Having passed the service of half a century we come to the really old ships, viz., 179 between 50 and 60 years old, 82 from 60 to 70, 39 from 70 to 80, nine from

80 to 90, five from 90 to 100, and three 101 years and upwards. The age of 2,714 are unknown. The state of rottenness and of want of repair of some of the ships above 20 years often calls for remark. Even at the age of 25 to 30 it sometimes happens that a ship is so rotten as to fall to pieces immediately on touching the ground, without giving the crew the slightest chance of getting out their boats. In one case, an old ship, a foreigner, which went to pieces as soon as she touched the ground, it was found that her seams had been payed with clay and red ochre to keep the water out.

Of the 1,741 vessels lost or damaged in 1864, 81 were rigged as ships, 136 were steam ships, 460 schooners, 343 brigs, 209 barques, 162 brigantines, and 116 smacks; the remainder were small vessels rigged in various ways. Of the 1,741 vessels referred to, 755 did not exceed 100 tons burden, 658 were from 100 to 300 tons, 237 were from 300 to 600 tons, and 91 only were above 600 tons burden.

From the table showing the parts of the coasts on which the casualties happened, it will be seen that as usual the greatest number occurred on the East Coast. The numbers are as follows :—

East Coast	701
South Coast	125
West Coast	311
N.W. Coast of Scotland	60
Irish Coast	164
Isle of Man	15
Lundy Island	8
Scilly Isles	6

As regards the loss of life, the returns show that the number lost from shipwreck on or near the coasts of the United Kingdom in 1864 is less than the number lost in any year since 1855, and this notwithstanding the loss in 1864 of 33 lives in the S.S. "Dalhousie," 28 in the ship "Floating Light," and 24 in the S.S. "Stanley." The 516 lives lost in 1864 were lost in 108 ships. 75 of them were laden vessels, 24 were vessels in ballast, and in nine cases it is not known whether the vessels were laden or light. 96 of these ships were entirely lost, and 12 sustained partial damage. Of the 516 lives lost 216 were lost in vessels that foundered, 91 on board vessels in collisions, and 171 in vessels stranded or cast ashore. The remaining number, 38, were lost from various causes such as by being washed overboard in heavy seas, by explosions, &c.

From table 21, showing the parts of the coast on which loss of life happened, it will be seen that the greatest loss of life during the six years ended 1864 occurred in the Irish Sea. The number of lives lost on the coasts of the Irish Sea during the six years is more than double the number lost on any other part of the coasts, although during the past year (1864) the number on the east coast of England is very slightly in excess of the number lost on the coasts of the Irish Channel.

The most fatal winds during the six years ended 1864 are as follows :—

Direction.	1859.	1860.	1861.	1862.	1863.	1864.	Total.	
N.	42	42	58	65	46	19		272
N.N.E.	50	56	42	45	31	26	250	
N.E.	89	66	94	51	30	56	386	
E.N.E.	39	53	113	44	29	44	322	
E.	33	33	101	29	26	81	303	2,332
E.S.E.	53	52	62	45	27	92	331	
S.E.	72	76	78	61	50	97	434	
S.S.E.	40	68	36	43	36	83	306	
S.	49	73	55	61	47	61		346
S.S.W.	92	89	95	139	76	95	586	
S.W.	166	111	171	194	159	142	943	
W.S.W.	104	69	98	140	147	81	639	
W.	87	82	69	89	137	92	556	4,340
W.N.W.	87	128	72	75	209	77	648	
N.W.	84	104	71	110	214	70	653	
N.N.W.	50	58	30	62	94	21	315	
	1,137	1,160	1,245	1,253	1,358	1,137		7,290

Showing that westerly gales are far more fatal to shipping than gales from any other quarter.

It will be seen from table 8, distinguishing the casualties according to the force of the wind at the time at which they happened, that 720 happened when the wind was at force 6 or under, that is to say, when the force of the wind did not exceed a strong breeze, in which the ship could carry single reefs and top gallant sails, and that 514 only happened with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane. The numbers for the last 6 years are shown in the following short table.

Force of Wind.	1859.	1860.	1861.	1862.	1863.	1864.	Total.	
0	21	8	10	23	15	21	98	Calm.
1	42	23	14	28	28	19	154	Light air. Just sufficient to give steerage way.
2	60	47	51	56	39	97	350	Light breeze. With which a ship with all sail set and clean full would 1 to 2 knots.
3	33	14	45	43	27	56	196	Gentle breeze. With which a ship with all sail set and clean full would 3 to 4 „
4	93	90	103	110	100	142	638	Moderate breeze. With which a ship with all sail set and clean full would go in smooth water 5 to 6 „
5	174	151	171	187	174	220	1,077	Fresh breeze. In which she could just carry in chase full and by. Royals, &c.
6	180	171	149	195	174	185	1,054	Strong breeze. In which she could just carry in chase full and by. Single reefs & T.G. sails.
7	71	90	66	75	57	55	394	Moderate gale. In which she could just carry in chase full and by. Double reefs and jib, &c.
8	102	137	124	170	195	39	767	Fresh gale. In which she could just carry in chase full and by. Triple reefs, &c.
9	209	193	230	199	269	221	1,321	Strong gale. In which she could just carry in chase full and by. Close reefs and courses.
10	182	168	311	218	224	221	1,324	Whole gale. In which she could just bear close-reefed main topsail and reefed foresail.
11	88	101	102	63	82	30	466	Storm. Under storm stayrail.
12	87	139	52	69	205	42	594	Hurricane. Bare poles.
Variable	7	5	20	6	1	9	48	Variable.
Unknown	67	42	48	46	74	73	350	Unknown.
	1,416	1,379	1,494	1,488	1,664	1,390	8,831	

In 1864 the number of collisions reported was 351, of which 88 occurred in the daytime and 263 at night. This is an excess of the number of collisions reported in any year since 1855.

For saving life on the coasts of the United Kingdom there are at present 134 life boats under the management of the Royal National Life Boat Institution, and 52 under other management, making a total of 186 life boats. There are also 243 mortar and rocket stations, and 402 coast guard stations provided with Capain Ward's cork life jackets and life lines. The rocket and mortar apparatus is supported at the expense of the Mercantile Marine Fund, and is worked by the Coast Guard.* Captain Ward's life jackets are being paid for jointly by the Admiralty and Board of Trade.

The following table will show the expenses incurred since 1855, in providing apparatus for saving life. This sum has been paid by the Board of Trade out of the Mercantile Marine Fund.

Year.	No. of Life Boats.	No. of Rocket & Mortar Apparatus Stations.	No. of Life Belts in charge of Coast Guard.	Amount paid to the R.N. Life Boat Institution.	Amount paid by Board of Trade for Rewards, &c.	Expenses of Rocket and Mortar Apparatus.	Expenses of Life Belts.	Total Expenses.
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1855	127	—	—	1,038 6 8	199 0 0	—	—	1,237 6 8
1856	124	—	—	2,170 18 0	179 9 0	—	—	2,350 7 0
1857	141	198	—	2,073 13 9	195 4 7	2,751 15 11	—	5,020 14 3
1858	149	216	—	2,139 1 1	359 4 6	2,024 17 7	—	4,523 3 2
1859	158	216	—	2,196 6 0	457 3 6	1,943 7 0	—	4,596 16 6
1860	173	233	—	2,486 13 3	918 8 6	2,456 15 8	—	5,861 17 5
1861	179	235	206	2,877 3 2	1,292 1 6	2,145 19 6	100 6 10	6,415 11 0
1862	179	238	434	2,785 13 10	704 7 9	2,130 12 9	109 0 8	5,729 15 0
1863	178	239	792	2,843 6 9	843 14 0	2,931 10 7	106 6 3	6,724 17 7
1864	186	243	1,889	3,001 15 0	770 11 6	3,201 17 8	686 9 10	7,660 14 0
				23,612 17 6	5,919 4 10	19,586 16 8	†1,002 3 7	50,121 2 7

* Note.—*Successful endeavours are however now* (1865) *being made to get it also worked in some places by Volunteers.*

† Note.—*A similar amount has been paid by the Admiralty.*

And the following table will show the number of lives saved, and the number of lives lost, during the same period.

Year.	Lives saved. By Life Boats.	By Rocket, and Mortar Apparatus, Lines, &c.	By Luggers, and Coast-guard and other Boats.	By Ships and Steam Boats.	By Ships own Boats.	By individual Exertion.	By other means.	Total.	Lives lost.
1855 -	251	399	439	290	—	9	—	1,388	485
1856 -	362	262	1,184	407	—	28	—	2,243	521
1857 -	398	243	512	507	—	8	—	1,668	539
1858 -	206	210	719	394	—	26	—	1,555	353
1859 -	291	260	1,009	766	—	6	—	2,332	1,647
1860 -	326	408	635	769	1,545*	14	—	3,697	537
1861 -	743	447	298	971	1,560	28	577*	4,624	884
1862 -	327	310	407	1,082	1,488	13	412	4,039	690
1863 -	505	357	576	1,500	1,454	13	691	5,096	620
1864 -	306	196	263	1,289	1,379	18	168	3,619	516
	3,715	3,092	6,042	7,975	7,426	163	1,848	30,261	6,792

**Note.—No record kept for former years.*

In addition to pecuniary rewards the following presentations have been made by the British Government during the year 1864 for saving life, viz.:

2 gold medals.
10 silver medals.
12 bronze medals.
7 gold watches.
9 gold chronometers.
38 telescopes.
6 binocular glasses.
11 sextants.
6 quadrants.
1 sword of honour.

During the same period the under-mentioned Governments have presented the following rewards to masters of British vessels for saving lives of foreigners.

Government.	Gold Medals.	Silver Medals.	Gold Watches.	Binocular Glasses.	Telescope.	Silver Tray.	Diamond Ring.	Total Number of Rewards given by each Government.
Austrian - -	—	—	—	—	1	—	1	2
Danish - -	1	—	—	—	—	—	—	1
French - -	6	2	—	2	—	—	—	10
Netherlands -	—	1	—	—	—	—	—	1
Portuguese -	—	—	—	—	—	1	—	1
Swedish - -	—	3	—	—	—	—	—	3
United States -	—	—	3	—	—	—	—	3
	7	6	3	2	1	1	1	21

Board of Trade,
12 *December* 1865.

PART I.

Abstract of Returns of Wrecks and Casualties reported to have occurred on and near the Coasts of the United Kingdom.

Table 1. Wrecks and Casualties for Six Years; giving the NUMBER of the CASUALTIES, the NUMBER of VESSELS lost or damaged, the TONNAGE of the Vessels, and the NUMBER of HANDS employed.

Months in which Casualties happened.	(1.) NUMBER of Casualties in						(2.) NUMBER of Vessels lost or damaged in						(3.) TONS BURTHEN OF SHIPS to which Casualties happened in						(4.) HANDS EMPLOYED in Ships to which Casualties happened in					
	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.
January -	115	206	137	186	229	171	152	243	175	221	285	214	29,187	43,063	37,645	53,702	56,123	43,024	1,377	1,824	1,493	2,160	2,453	1,959
February -	139	137	355	87	95	138	206	174	391	117	126	176	39,624	28,099	63,183	23,584	23,265	34,674	1,808	1,309	2,827	891	1,137	1,555
March -	136	71	95	142	104	118	177	89	123	163	119	148	25,534	16,421	26,104	25,099	16,365	31,053	1,383	697	1,039	1,426	771	1,303
April -	126	70	50	69	65	53	150	87	75	87	82	69	24,164	17,143	15,417	15,241	14,962	21,911	1,107	741	683	689	684	886
May - -	32	187	36	65	68	63	39	207	50	77	82	78	7,728	28,210	8,267	13,253	10,676	15,501	331	1,321	377	573	655	716
June - -	27	74	35	58	40	51	37	87	39	75	45	67	7,136	13,266	5,503	14,208	6,125	14,282	340	594	276	584	293	759
July - -	34	30	48	76	39	50	44	40	59	94	47	65	5,981	4,997	12,772	11,527	4,832	13,927	306	287	486	607	265	618
August -	52	74	73	52	65	67	65	102	98	66	87	93	9,798	13,933	16,843	12,081	11,063	19,529	481	671	706	537	596	878
September -	86	84	97	54	107	77	112	105	119	75	138	96	16,381	17,639	21,228	14,354	24,519	16,992	757	803	961	638	1,135	815
October -	343	156	90	283	210	183	392	180	112	346	247	228	56,090	25,648	19,093	64,107	44,927	42,779	2,661	1,172	818	2,745	1,837	1,952
November -	170	164	350	140	176	264	207	214	415	179	215	296	36,380	36,502	61,112	27,640	38,316	56,616	1,702	1,674	2,827	1,425	1,685	2,565
December -	156	126	128	276	466	155	188	149	163	327	528	211	28,477	25,795	29,137	51,153	89,577	41,855	1,378	1,121	1,377	2,298	3,992	1,859
Total -	1,416	1,379	1,494	1,488	1,664	1,390	1,769	1,677	1,819	1,827	2,001	1,741	286,480	270,716	316,304	325,949	340,750	352,143	13,631	12,214	13,870	14,573	15,503	15,865

Note.—In cases of Collision two and sometimes more Ships are involved in one Casualty. This accounts for the number of Ships in Column 2 exceeding the number of Casualties in Column 1.

Table 2. Wrecks and Casualties for Six Years, showing the NUMBER OF SHIPS, and distinguishing BRITISH from FOREIGN Ships, SAILING SHIPS from STEAMERS, and COASTERS from OVERSEA.

Months in which Casualties happened.	British Ships.											Foreign Ships.						Total.
	Registered in the United Kingdom.							Registered in the Colonies.			Total for British Ships.	Sailing Ships.			Steam Ships.	Total for Foreign Ships.	Ships whose Country and Employment are unknown.	
	Sailing Ships.			Passing United Kingdom, but bound from and to Ports out of the United Kingdom.	Steamers.		Total Ships registered in the United Kingdom to which Casualties have happened or which have been in collision.	Sailing Ships.		Total Ships registered in Colonies to which Casualties have happened or which have been in collision.		In the Coasting Trade.	Bound to or from British Ports, but not in British Coasting Trade.	Passing United Kingdom, but bound from and to Ports out of the United Kingdom.				
	Coasting Colliers.	Other Coasters.	Oversea.		Coasters.	Oversea.		Employed in Coasting Trade, United Kingdom.	Oversea.									
January - -	50	52	46	—	12	3	163	—	7	7	170	2	28	5	—	35	9	214
February -	48	52	29	—	13	3	145	2	2	4	149	3	15	3	—	21	6	176
March - -	31	51	39	1	2	2	126	1	4	5	131	—	11	2	—	13	4	148
April - -	9	16	16	—	5	3	49	1	5	6	55	—	9	1	2	12	2	69
May - -	19	23	14	—	5	—	61	—	2	2	63	—	10	1	2	13	2	78
June - -	16	23	11	1	6	3	60	—	1	1	61	—	2	2	—	4	2	67
July - -	12	19	16	1	4	4	56	—	1	1	57	—	6	1	—	7	1	65
August - -	13	31	18	—	5	3	70	—	1	1	71	2	11	4	1	18	4	93
September -	22	29	19	—	2	4	76	—	5	5	81	1	7	3	—	11	4	96
October - -	42	78	35	1	5	6	167	3	5	8	175	2	33	10	—	45	8	228
November -	82	69	72	3	13	2	241	1	9	10	251	1	26	11	—	38	7	296
December -	55	50	50	—	7	4	166	1	3	4	170	2	18	8	1	29	12	211
Total in 1864	399	493	365	7	79	37	1,380	9	45	54	1,434	13	176	51	6	246	61	1,741
„ 1859	459	517	311	—	57	30	1,374	13	32	45	1,419	17	182	43	3	245	105	1,769
„ 1860	501	450	296	4	50	17	1,318	4	26	30	1,348	11	180	33	6	230	99	1,677
„ 1861	551	431	341	4	48	24	1,399	23	26	49	1,448	10	222	35	7	274	97	1,819
„ 1862	470	479	330	3	71	20	1,373	13	43	56	1,429	14	205	39	8	266	132	1,827
„ 1863	510	608	404	8	47	15	1,592	13	44	57	1,649	22	195	52	3	272	80	2,001

Table 3. Wrecks and Casualties for Six Years, showing the NUMBER OF SHIPS, and distinguishing their CARGOES.

Months in which Casualties happened.	Ballast, not Colliers.	Coals.	Colliers in Ballast.	Cotton.	Fishing Smacks.	Fish or Oil.	Grain, Oatmeal, Flour, and Provisions.	General Cargo.	Metallic Ores.	Manure, Kelp, or Oil-cake.	Passengers and General Cargo.	Potatoes or Fruit.	Salt.	Sugar, Coffee, Spices, Tea, and Molasses.	Stone, Slate, Lime, or Bricks, and Clay.	Timber or Bark.	Wine or Spirits.	Various or unknown.	TOTAL.
January - -	15	61	10	1	7	5	26	19	16	2	–	2	2	2	9	11	1	25	214
February - -	19	51	16	2	7	3	7	10	10	6	3	1	4	–	9	3	1	24	176
March - - -	9	45	9	–	10	1	10	8	15	2	3	1	4	–	12	–	–	19	148
April - - -	3	17	4	1	–	–	5	5	7	1	6	2	4	–	3	3	1	7	69
May - - -	10	20	6	–	4	2	1	7	4	2	2	–	–	–	8	1	–	11	78
June - - -	7	16	1	–	2	2	3	3	9	1	4	–	1	1	3	1	1	12	67
July - - -	5	18	5	–	1	1	6	3	2	1	5	–	3	–	6	5	1	3	65
August - - -	16	20	5	–	4	2	2	3	8	1	1	–	3	1	6	5	–	16	93
September - -	3	32	4	1	5	4	2	7	11	2	1	–	1	–	2	5	–	16	96
October - -	16	45	22	1	18	4	18	12	18	4	7	2	2	1	13	18	3	24	228
November - -	22	120	9	2	9	4	24	17	19	5	14	3	1	2	17	15	–	13	296
December - -	9	78	8	1	7	2	19	9	7	1	3	4	7	1	8	16	1	30	211
TOTAL in 1864	134	523	99	9	74	30	123	103	126	28	49	15	32	8	96	83	9	200	1,741
Total in 1859 -	183	537	81	4	29	23	105	124	140	22	50	24	29	6	85	66	7	254	1,769
Total in 1860 -	240	510	71	6	41	18	84	92	94	30	37	12	29	6	84	77	2	244	1,677
Total in 1861 -	134	659	153	8	40	16	95	73	117	24	44	21	29	14	70	74	6	242	1,819
Total in 1862 -	165	593	128	2	84	19	109	93	113	31	55	13	25	9	100	89	2	197	1,827
Total in 1863 -	174	614	114	8	132	22	130	90	146	34	48	11	32	7	115	101	3	220	2,001

Table 4. Wrecks and Casualties for Six Years, showing the NUMBER OF SHIPS and distinguishing their AGE.

AGE.	1859.	1860.	1861.	1862.	1863.	1864.	TOTAL.
Under 3 Years - - -	153	104	94	122	135	149	757
3 and not exceeding 7 Years -	205	206	259	271	289	211	1,441
8 „ 10 „ - -	84	108	127	131	173	170	793
11 „ 14 „ - -	143	155	162	155	155	148	918
15 „ 20 „ - -	228	247	225	216	238	175	1,329
21 „ 30 „ - -	216	225	270	266	298	252	1,527
31 „ 40 „ - -	108	103	111	125	129	112	688
41 „ 50 „ - -	68	56	64	59	61	42	350
51 „ 60 „ - -	31	27	39	25	35	22	179
61 „ 70 „ - -	21	7	17	10	9	18	82
71 „ 80 „ - -	7	6	9	4	8	5	39
81 „ 90 „ - -	3	3	1	—	1	1	9
91 „ 100 „ - -	1	1	1	1	—	1	5
101 and upwards - - -	1	1	1	—	—	—	3
Unknown - - - - -	500	428	439	442	470	435	2,714
TOTALS - - -	1,769	1,677	1,819	1,827	2,001	1,741	10,834

Table 5. Wrecks and Casualties for Six Years, showing the NUMBER OF SHIPS, and distinguishing their DESCRIPTION and TONNAGE.

Description of Ships.	1859.	1860.	1861.	1862.	1863.	1864.	Description of Ships.	1859.	1860.	1861.	1862.	1863.	1864.
							Brought forward	808	816	946	902	934	903
Steam Ships -	100	89	87	117	86	136	Ketches -	25	13	3	22	23	16
Barques - -	167	148	192	184	187	209	Keels - -	1	1	—	3	1	—
Billy Boys -	5	13	—	1	4	5	Luggers - -	15	27	17	28	31	29
Brigs - -	368	413	466	375	406	343	Polaccas -	4	7	2	5	2	1
Brigantines -	110	115	149	175	194	162	Ships - -	82	76	84	86	80	81
Chasse Marée -	4	2	—	3	2	2	Schooners -	558	465	500	491	568	460
Cobles - -	1	1	—	2	5	8	Sloops - -	132	115	96	122	118	86
Cutters - -	17	8	15	10	14	14	Smacks - -	92	74	85	120	189	116
Dandies - -	10	5	6	7	5	6	Snows - -	11	12	15	8	10	5
Flats - -	4	3	8	6	14	7	Trows - -	1	1	2	2	1	1
Galliots - -	22	18	19	21	17	11	Yachts - -	2	4	2	2	3	1
Hermaphrodites	—	—	2	—	—	—	Yawls - -	—	15	4	9	—	8
Hookers - -	—	1	2	1	—	—	Unknown -	38	51	63	27	41	34
Carried over -	808	816	946	902	934	903	TOTAL -	1,769	1,677	1,819	1,827	2,001	1,741

	1859.	1860.	1861.	1862.	1863.	1864.
Vessels not exceeding 50 Tons -	311	285	231	341	404	323
51 and not exceeding 100 „ -	474	403	447	441	494	432
101 „ 300 „ -	543	600	686	784	867	658
301 „ 600 „ -	123	123	146	186	158	237
601 „ 900 „ -	36	30	36	44	46	41
901 „ 1,200 „ -	19	9	19	20	18	31
1,201 Tons and upwards - -	5	6	6	11	14	19
Unknown - - - -	258	221	248	—	—	—
TOTAL - -	1,769	1,677	1,819	1,827	2,001	1,741

Table 6. Wrecks and Casualties for Six Years, distinguishing the PARTS OF THE COASTS on which they happened.

Months in which Casualties happened.	East Coast; Dungeness to Duncansby Head (inclusive).						South Coast; Dungeness to Land's End (exclusive).						West Coast; Land's End to Mull of Kintyre (inclusive).						North and West Coasts of Scotland, from the Mull of Kintyre to Duncansby Head; including the Northern Islands, Hebrides, Islay, Orkney, Shetland, &c.						Scilly Islands.					
	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.
January -	56	119	74	45	133	71	9	9	20	24	16	17	30	42	23	64	53	42	8	5	–	2	7	8	1	1	1	3	1	–
February -	66	87	168	40	38	77	15	6	33	6	11	9	44	31	47	21	29	31	–	2	5	1	3	9	1	1	6	–	1	1
March - -	52	35	39	73	37	68	12	7	17	23	18	9	47	17	25	28	32	20	4	3	6	3	6	4	–	–	1	–	–	–
April -	62	31	22	33	35	22	9	10	9	10	5	5	36	21	12	16	10	13	4	3	1	2	8	4	–	–	–	1	–	–
May -	18	148	18	29	22	33	4	9	3	13	18	1	5	23	11	15	16	15	3	1	2	4	3	2	–	–	–	–	1	1
June -	12	24	14	15	17	22	5	29	3	8	3	5	5	11	8	19	14	14	4	1	4	4	4	4	–	–	–	–	–	–
July - -	12	14	21	33	18	16	7	3	9	6	5	9	11	8	11	28	13	9	1	–	3	3	1	–	–	1	–	–	–	–
August - -	21	31	30	26	30	32	4	9	11	8	11	9	15	25	20	8	17	12	3	2	2	3	2	3	–	1	–	–	–	–
September -	36	49	39	19	56	31	14	14	15	8	6	9	26	13	25	18	28	23	3	1	2	3	4	2	–	–	–	–	–	–
October - -	136	87	36	189	93	93	24	5	10	17	21	21	169	35	26	54	59	37	2	20	3	3	11	8	–	1	–	–	1	2
November -	74	110	262	71	103	130	16	13	16	10	8	20	59	28	45	42	51	72	3	1	4	2	3	13	1	6	1	1	–	2
December -	77	77	53	192	263	106	14	12	18	13	24	11	36	24	38	36	134	23	5	3	2	22	12	3	–	–	–	–	7	–
Total -	622	812	776	765	845	701	133	126	164	146	146	125	483	278	291	349	456	311	40	42	34	52	64	60	3	11	9	5	11	6

B 3

(*Continued.*)

Months in which Casualties happened.	Lundy Island.						Isle of Man.						Irish Coast.						Total.					
	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.
January -	–	1	1	–	–	–	3	2	1	1	6	3	8	27	17	47	13	30	115	206	137	186	229	171
February -	1	1	4	2	–	2	1	–	10	1	2	–	11	9	82	16	11	9	139	137	355	87	95	138
March - -	1	1	–	2	–	–	5	–	–	–	1	3	15	8	7	13	10	14	136	71	95	142	104	118
April - -	2	–	–	2	–	1	2	–	1	–	1	1	11	5	5	5	6	7	126	70	50	69	65	53
May - -	–	–	1	–	–	–	–	1	–	–	–	–	2	5	1	4	8	10	32	187	36	65	68	63
June - -	–	3	1	2	–	–	–	–	–	–	–	1	1	6	5	10	2	5	27	74	35	58	40	51
July - -	–	–	–	1	–	–	1	1	–	–	–	1	2	3	4	5	2	15	34	30	48	76	39	50
August - -	–	–	1	–	–	–	2	–	2	1	–	1	7	6	7	6	5	10	52	74	73	52	65	67
September -	–	1	–	1	2	1	2	–	2	–	–	1	5	6	14	5	11	10	86	84	97	54	107	77
October -	1	–	–	–	–	2	5	–	2	4	4	1	6	8	13	16	21	19	343	156	90	283	210	183
November -	2	–	2	–	–	2	2	–	4	2	1	1	13	6	16	12	10	24	170	164	350	140	176	264
December -	1	–	–	–	1	–	5	1	4	2	8	1	18	9	13	11	17	11	156	126	128	276	466	155
Total -	8	7	10	10	3	8	28	5	26	11	23	15	99	98	184	150	116	164	1,416	1,379	1,494	1,488	1,664	1,390

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Table 7. Wrecks and Casualties for Six Years, distinguishing them according to the DIRECTION of the Wind.

Points of Compass.	January.						February.						March.						April.						May.						June.						July.						Points of Compass.
	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	
N. - -	1	6	2	7	3	–	2	8	2	2	1	2	4	–	4	–	6	3	4	2	2	4	3	–	4	3	2	4	1	1	–	–	2	2	3	2	1	3	1	–	4	–	N.
N. by E. -	–	1	1	–	–	–	–	2	–	–	–	1	2	–	–	–	–	–	1	–	–	–	–	1	1	1	2	–	–	–	–	–	–	1	–	–	–	–	–	–	2	2	N. by E.
N.N.E. -	6	3	–	–	1	2	–	9	1	3	1	6	3	2	–	4	2	1	1	6	2	4	2	3	4	12	3	–	4	2	–	1	1	2	–	1	1	–	–	–	2	2	N.N.E.
N.E. by N. -	–	1	1	–	–	–	–	1	–	–	–	–	–	–	2	1	–	–	1	–	–	–	–	–	1	–	1	–	–	–	–	–	1	–	1	–	–	1	–	–	–	–	N.E. by N.
N.E. - -	4	4	3	1	6	3	–	5	44	2	2	6	3	2	–	16	1	5	9	9	6	7	1	–	5	13	6	1	4	9	5	2	3	–	–	1	–	–	1	–	–	1	N.E.
N.E. by E. -	–	–	–	–	–	–	–	1	3	–	–	1	–	1	–	1	–	1	–	1	–	–	–	–	–	1	–	1	3	–	–	–	–	–	–	1	–	–	–	–	–	–	N.E. by E.
E.N.E. -	–	3	4	1	3	1	–	4	81	5	–	2	5	6	–	17	–	7	–	11	6	2	1	1	2	11	2	1	15	–	–	3	5	1	–	–	1	1	–	1	3	1	E.N.E.
E. by N. -	1	–	1	–	–	1	–	–	19	3	–	–	–	–	–	–	–	1	–	–	1	–	–	–	1	–	1	–	6	–	1	–	–	–	1	–	–	1	–	1	–	E. by N.
E. - -	2	2	9	–	2	6	–	4	62	1	–	5	1	2	–	13	1	9	8	4	6	1	–	5	1	2	3	2	10	1	5	1	4	–	–	1	1	1	–	2	–	1	E.
E. by S. -	–	–	2	–	1	5	–	–	6	1	1	–	–	–	–	1	–	5	4	–	2	1	1	1	1	–	–	1	–	–	1	1	–	–	–	–	–	–	–	–	–	E. by S.
E.S.E. - -	–	5	16	5	5	9	1	–	10	8	1	9	3	1	1	11	1	13	19	4	5	1	3	4	2	2	2	6	4	3	2	1	1	–	1	–	–	2	–	–	1	–	E.S.E.
S.E. by E. -	1	1	1	1	1	1	–	–	–	2	2	–	1	–	–	1	1	1	4	–	1	–	1	–	1	–	–	2	1	–	–	–	–	–	–	–	–	–	–	–	–	S.E. by E.
S.E. - -	2	15	13	11	5	13	1	1	12	10	5	7	4	–	1	7	7	8	8	3	5	4	5	4	3	3	1	7	1	8	2	2	2	2	1	1	3	4	3	2	–	1	S.E.
S.E. by S. -	–	2	–	4	–	2	–	–	1	2	–	1	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	1	–	1	–	S.E. by S.
S.S.E. -	–	32	10	8	4	28	3	2	6	7	4	3	1	–	–	4	4	3	1	3	–	3	2	2	–	3	–	3	1	6	–	2	–	3	–	1	–	–	1	2	2	–	S.S.E.
S. by E. -	–	3	3	7	1	4	–	–	3	1	1	2	–	–	–	–	2	–	1	–	–	1	–	–	–	–	–	–	–	–	–	1	–	1	–	1	–	–	1	2	2	–	S. by E.
S. - -	6	16	5	16	5	13	5	1	7	5	1	5	1	2	1	7	12	2	1	2	–	2	2	4	–	4	–	–	–	4	–	6	2	2	2	–	3	1	6	6	3	2	S.
S. by W. -	3	1	–	1	1	3	2	2	1	1	–	–	2	–	–	1	–	1	2	1	–	–	1	–	–	–	–	1	–	–	–	–	–	1	–	1	–	–	2	–	–	–	S. by W.
S.S.W. -	11	25	13	20	15	14	17	3	15	6	5	10	10	3	3	22	8	1	9	1	–	2	1	1	–	12	–	3	1	6	1	11	–	5	1	2	–	1	6	2	1	1	S.S.W.
S.W. by S. -	2	4	1	3	6	1	2	1	4	–	–	1	3	–	–	3	1	–	2	–	–	–	–	–	–	2	–	–	–	–	–	1	–	–	1	–	–	–	2	1	–	1	S.W. by S.
S.W. - -	23	19	14	40	17	22	27	6	36	5	13	14	28	8	11	13	5	6	14	1	1	16	7	5	3	6	2	4	9	–	–	17	2	6	7	5	10	4	7	11	4	9	S.W.
S.W. by W.	2	1	3	–	5	2	–	–	1	1	5	–	3	–	5	2	–	1	3	–	–	–	–	1	–	–	–	–	1	–	–	–	–	–	–	–	–	–	1	2	–	–	S.W. by W.
W.S.W. -	17	12	8	23	21	7	19	5	9	6	18	13	16	9	21	3	2	12	4	3	1	7	8	1	1	5	1	5	–	1	3	5	1	7	8	4	–	2	5	15	2	7	W.S.W.
W. by S. -	2	3	–	1	3	–	3	2	1	1	3	–	2	2	3	2	1	6	1	–	–	–	3	1	–	1	–	2	1	2	–	–	–	1	–	–	1	1	1	3	1	1	W. by S.
W. - -	6	17	3	11	25	4	13	6	8	3	12	14	16	4	8	1	4	6	9	6	1	6	5	4	–	8	–	7	2	3	–	5	3	8	3	10	2	3	2	10	4	5	W.
W. by N. -	1	2	1	1	5	3	4	5	–	3	4	–	2	–	1	–	–	1	1	–	–	1	–	–	–	3	–	2	–	–	–	1	–	2	1	2	–	–	–	1	–	3	W. by N.
W.N.W. -	13	11	4	3	47	5	10	27	2	1	5	11	7	4	10	1	10	6	5	5	1	1	8	2	–	29	5	4	1	3	–	1	1	1	4	6	3	–	1	4	3	7	W.N.W.
N.W. by W.	1	–	–	–	3	–	2	–	–	–	–	2	1	–	1	–	–	–	–	–	1	–	–	1	1	2	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	N.W. by W.
N.W. -	4	5	4	10	24	4	14	19	5	2	3	10	12	10	9	3	16	6	2	1	4	4	3	–	–	25	1	1	2	4	2	1	5	6	1	7	–	1	1	4	2	4	N.W.
N.W. by N.	–	1	–	2	–	–	1	2	–	–	2	–	1	1	1	–	–	1	1	–	–	–	–	–	–	3	–	–	–	–	–	–	–	2	–	–	–	1	–	1	–	–	N.W. by N.
N.N.W. -	–	3	1	5	9	1	8	13	–	1	2	3	4	5	6	1	10	3	6	3	1	1	4	3	–	13	2	1	–	3	–	1	–	2	–	1	3	1	1	–	1	–	N.N.W.
N. by W. -	1	–	–	1	–	–	1	1	–	–	–	–	–	–	–	–	1	1	–	1	1	–	–	–	–	13	–	–	–	–	–	1	–	2	3	–	–	–	–	–	–	–	N. by W.
Calm -	3	–	–	–	–	5	1	–	–	–	3	–	–	–	1	6	2	2	1	2	–	1	1	2	–	1	–	4	–	1	2	1	1	–	–	1	2	–	1	2	1	1	Calm.
Variable -	1	3	3	–	2	–	1	3	4	4	–	–	1	4	3	2	–	–	1	–	–	–	2	–	–	4	–	1	–	–	–	1	1	–	–	–	1	–	3	2	1	1	Variable.
Unknown -	2	5	11	4	9	12	2	4	12	1	1	10	–	5	5	–	5	5	2	1	3	–	1	6	1	5	2	1	1	6	3	7	–	3	1	5	1	2	–	5	2	2	Unknown.
TOTAL -	115	206	137	186	229	171	139	137	355	87	95	138	136	71	95	142	104	118	126	70	50	69	65	53	32	187	36	65	68	63	27	74	35	58	40	51	34	30	48	76	39	50	TOTAL.

Wrecks and Casualties for Six Years, distinguishing them according to the Direction of the Wind—*continued.*

Points of Compass.	August.						September.						October.						November.						December.						Total.						Grand Total.	Points of Compass.
	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.		
N.	–	2	1	2	1	5	3	2	3	1	–	2	13	3	1	3	3	1	8	10	35	8	6	1	2	3	3	32	15	2	42	42	58	65	46	19	272	N.
N. by E.	–	–	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	1	–	2	4	–	1	1	2	–	–	5	3	–	6	6	7	6	5	5	35	N. by E.
N.N.E.	–	1	–	3	–	5	1	8	3	1	–	–	24	4	1	1	–	3	3	2	28	8	7	1	7	8	3	19	12	–	50	56	42	45	31	26	250	N.N.E.
N.E. by N.	–	–	–	–	1	–	–	2	–	2	–	–	–	–	–	–	–	1	–	–	1	–	–	–	·	–	–	–	1	–	2	5	4	2	5	2	20	N.E. by N.
N.E.	3	2	–	4	4	5	4	14	–	4	–	–	43	5	4	2	–	15	5	3	25	4	7	5	8	7	2	10	5	6	89	66	94	51	30	56	386	N.E.
N.E. by E.	1	–	–	–	–	–	–	1	–	–	–	–	1	–	2	1	–	1	1	–	3	–	1	–	–	–	1	–	–	2	3	6	9	3	4	5	30	N.E. by E.
E.N.E.	1	–	1	1	1	6	5	5	–	2	–	–	18	2	4	2	1	18	5	3	8	11	5	2	2	4	2	–	–	6	39	53	113	44	29	44	322	E.N.E.
E. by N.	1	–	–	–	–	1	1	–	–	–	–	–	2	–	1	–	–	7	–	4	1	2	–	4	–	–	1	–	–	1	7	4	26	5	8	15	65	E. by N.
E.	1	–	–	2	1	3	1	2	1	3	1	2	7	1	4	1	6	32	2	9	4	3	5	7	4	5	8	1	–	9	33	33	101	29	26	81	303	E.
E. by S.	–	–	–	–	–	1	–	–	–	–	–	–	4	–	1	1	–	7	2	3	–	2	–	2	–	–	1	–	1	2	12	4	12	7	4	23	62	E. by S.
E.S.E.	–	2	–	–	–	1	–	1	2	7	–	–	21	–	5	–	7	24	3	25	14	5	1	14	2	9	6	2	3	15	53	52	62	45	27	92	331	E.S.E.
S.E. by E.	–	–	–	–	–	–	–	–	–	–	–	–	3	–	–	–	2	2	1	2	–	1	–	1	3	1	–	–	–	1	14	4	2	7	8	6	41	S.E. by E.
S.E.	–	–	–	–	3	1	–	2	1	4	1	–	26	1	11	2	11	17	13	13	22	6	3	23	10	32	7	6	8	14	72	76	78	61	50	97	434	S.E.
S.E. by S.	–	1	–	–	–	–	–	–	–	–	–	–	2	–	1	1	–	–	1	1	–	–	–	–	3	4	1	–	–	–	7	8	4	8	1	3	31	S.E. by S.
S.S.E.	1	2	–	1	3	1	3	–	1	1	2	2	11	1	11	5	8	6	13	5	2	4	2	20	7	18	5	2	4	11	40	68	36	43	36	83	306	S.S.E.
S. by E.	–	–	–	1	–	–	–	2	1	1	–	–	1	1	1	2	1	–	1	3	2	–	2	3	3	3	1	–	5	1	7	13	12	13	12	10	67	S. by E.
S.	2	6	2	3	2	1	3	7	9	3	3	2	13	2	8	4	10	3	8	18	7	10	4	16	7	8	8	3	3	9	49	73	55	61	47	61	346	S.
S. by W.	–	–	–	2	–	–	1	1	1	1	1	–	2	1	–	3	3	–	–	2	2	–	–	1	3	2	2	–	1	1	15	10	8	11	7	7	58	S. by W.
S.S.W.	2	5	5	5	4	1	9	4	11	1	7	4	9	4	11	62	12	2	7	19	14	7	14	36	17	1	17	4	7	17	92	89	95	139	76	95	586	S.S.W.
S.W. by S.	2	–	1	–	1	–	1	–	2	1	1	1	3	1	1	15	–	–	3	1	8	–	2	–	4	–	2	2	–	2	22	10	21	25	12	6	96	S.W. by S.
S.W.	5	10	20	7	7	8	9	6	19	6	15	17	9	23	6	55	22	2	17	8	34	12	22	30	21	3	19	19	31	24	166	111	171	194	159	142	943	S.W.
S.W. by W.	2	1	1	–	3	1	–	1	–	2	1	2	–	1	2	6	1	1	–	–	4	2	2	5	2	–	–	6	1	–	12	4	17	21	19	13	86	S.W. by W.
W.S.W.	6	6	12	3	5	1	7	6	6	3	18	14	3	11	3	37	29	3	16	2	23	16	11	7	12	3	8	15	25	11	104	69	98	140	147	81	639	W.S.W.
W. by S.	1	1	2	–	1	–	2	–	3	–	1	1	1	1	–	5	4	1	2	2	3	1	1	5	3	–	1	2	7	–	18	13	14	18	26	17	106	W. by S.
W.	7	6	9	2	2	4	7	6	7	4	18	13	6	16	5	21	20	10	16	3	19	6	11	15	5	2	4	10	31	4	87	82	69	89	137	92	556	W.
W. by N.	–	1	2	3	–	–	4	1	1	–	2	–	–	2	–	4	3	–	7	1	3	2	3	5	1	1	1	1	7	2	20	17	9	20	25	17	108	W. by N.
W.N.W.	6	7	5	2	3	3	8	1	5	–	14	5	13	35	2	21	26	6	9	5	28	6	13	18	13	3	8	31	75	5	87	128	72	75	209	77	648	W.N.W.
N.W. by W.	–	1	–	–	1	–	1	–	–	–	1	–	2	2	–	2	–	–	2	–	1	–	1	4	–	–	–	2	4	–	10	6	3	4	10	7	40	N.W. by W.
N.W.	3	10	4	2	10	10	5	3	7	2	12	3	33	21	3	18	9	5	7	6	25	8	12	14	2	2	3	50	120	3	84	104	71	110	214	70	653	N.W.
N.W. by N.	–	1	–	1	–	–	1	–	–	–	–	–	2	1	–	–	–	–	–	1	–	–	3	–	–	–	–	2	4	1	6	11	1	8	9	2	37	N.W. by N.
N.N.W.	2	4	1	3	6	1	1	3	5	3	1	3	20	5	–	3	–	1	4	5	10	6	5	2	2	2	3	36	56	–	50	58	30	62	94	21	315	N.N.W.
N. by W.	–	1	1	–	–	–	1	–	1	–	–	–	3	1	–	–	–	–	–	–	5	2	1	–	1	–	–	4	5	–	7	18	8	9	10	1	53	N. by W.
Calm	2	–	1	2	2	1	–	–	2	1	–	2	1	1	1	–	–	–	–	–	–	3	1	3	2	1	2	1	2	1	14	6	9	20	12	19	80	Calm.
Variable	1	–	–	1	2	–	3	1	1	–	2	1	20	1	–	2	1	2	3	1	8	–	2	3	2	–	5	3	11	2	34	18	28	15	23	9	127	Variable.
Unknown	3	4	5	2	2	6	5	5	5	–	6	3	27	9	1	4	31	12	11	5	7	5	28	16	6	4	4	8	19	3	63	56	55	33	106	86	399	Unknown.
Total	52	74	73	52	65	67	86	84	97	54	107	77	343	156	90	283	210	183	170	164	350	140	176	264	156	126	128	276	466	155	1,416	1,379	1,494	1,488	1,664	1,390	8,831	Total.

Table 8. Wrecks and Casualties, for Six Years, distinguishing them according to the FORCE of the Wind.

Force of Wind.*	January.						February.						March.						April.						May.						June.						July.						Force of Wind.
	1859	1860	1861	1862	1863	1864	1859	1860	1861	1862	1863	1864	1859	1860	1861	1862	1863	1864	1859	1860	1861	1862	1863	1864	1859	1860	1861	1862	1863	1864	1859	1860	1861	1862	1863	1864	1859	1860	1861	1862	1863	1864	
Force 0	5	—	2	—	—	5	2	—	1	—	4	—	—	—	1	6	2	2	1	2	—	1	1	2	1	1	—	4	—	1	2	1	1	—	—	1	2	1	—	—	2	2	2	Force 0
„ 1	2	5	1	—	2	2	5	2	1	3	3	4	3	1	—	1	3	—	5	5	3	3	3	—	1	2	1	1	2	5	4	—	1	1	2	1	6	—	—	1	2	3	1	„ 1
„ 2	7	4	5	2	5	9	7	3	1	4	1	4	7	1	5	2	2	11	3	3	5	2	5	10	4	3	7	9	5	10	4	3	7	3	2	4	2	7	—	4	1	3	„ 2
„ 3	7	2	4	6	—	7	4	—	3	6	11	6	4	1	3	4	4	3	1	2	6	5	3	2	2	—	4	5	1	2	—	1	3	2	1	3	—	1	4	1	1	2	„ 3
„ 4	5	14	13	11	6	19	17	10	8	11	14	16	11	5	7	9	7	14	9	6	11	8	8	9	5	5	4	6	5	3	7	7	3	4	3	7	2	6	3	9	9	11	„ 4
„ 5	19	20	20	19	25	23	16	15	14	17	22	14	21	12	13	17	15	20	12	11	17	17	10	20	8	17	5	7	7	9	2	6	10	9	5	12	6	3	7	14	8	14	„ 5
„ 6	14	33	18	24	24	30	26	17	18	21	15	14	21	18	6	26	12	19	20	15	4	20	6	3	6	8	10	7	7	10	—	8	3	11	6	7	4	6	14	9	6	7	„ 6
„ 7	8	15	2	10	12	5	10	11	8	10	4	2	11	3	2	13	6	4	16	6	1	4	—	—	—	5	3	4	4	1	—	1	2	4	3	1	2	1	2	7	1	2	„ 7
„ 8	4	36	18	27	27	10	15	11	15	8	6	6	16	10	8	17	18	3	8	10	2	3	15	—	3	6	1	10	13	3	2	10	1	9	6	1	3	—	5	14	4	—	„ 8
„ 9	15	31	27	25	34	27	20	15	40	4	8	16	22	6	24	29	24	28	31	6	—	4	6	2	1	16	—	7	13	12	1	9	1	8	7	6	5	1	7	4	2	6	„ 9
„ 10	16	32	15	29	60	17	10	16	136	—	3	31	12	6	14	16	4	7	13	—	—	1	5	—	—	27	—	2	9	2	1	9	—	4	2	4	—	2	3	1	—	2	„ 10
„ 11	7	9	6	18	8	5	1	24	76	—	2	—	6	—	4	—	—	—	5	1	—	—	1	—	—	28	—	—	1	—	—	12	—	—	1	—	—	—	—	3	1	—	„ 11
„ 12	—	2	—	11	16	1	2	9	19	1	1	13	1	—	1	1	1	3	—	—	—	—	1	—	—	67	—	—	—	1	—	3	—	—	1	—	—	—	—	—	—	—	„ 12
Variable	—	—	3	—	—	—	—	—	2	—	—	—	—	—	—	1	1	1	—	—	—	—	—	—	—	1	—	1	—	—	—	—	—	—	—	—	1	—	—	1	—	—	Variable
Unknown	6	3	3	4	10	11	4	4	13	2	1	12	1	8	7	—	5	3	2	3	1	1	1	5	1	1	1	2	1	4	4	4	3	3	1	4	1	3	2	5	1	—	Unknown
TOTAL -	115	206	137	186	229	171	139	137	355	87	95	138	136	71	95	142	104	118	126	70	50	69	65	53	32	187	36	65	68	63	27	74	35	58	40	51	34	30	48	76	39	50	TOTAL.

(*Continued.*)

Force of Wind.*	August.						September.						October.						November.						December.						TOTAL.						Force of Wind.
	1859	1860	1861	1862	1863	1864	1859	1860	1861	1862	1863	1864	1859	1860	1861	1862	1863	1864	1859	1860	1861	1862	1863	1864	1859	1860	1861	1862	1863	1864	1859	1860	1861	1862	1863	1864	
Force 0	2	—	1	3	2	2	—	—	2	1	—	2	2	2	1	—	—	—	1	1	—	3	1	3	3	1	1	3	3	1	21	8	10	23	15	21	Force 0
„ 1	5	1	1	5	3	1	—	2	—	1	2	—	3	3	—	2	1	—	4	—	1	8	4	4	4	2	4	1	—	1	42	23	14	28	28	19	„ 1
„ 2	3	7	7	—	3	13	4	3	2	4	4	4	8	4	5	7	5	10	5	4	1	15	4	7	6	5	6	4	2	12	60	47	51	56	39	97	„ 2
„ 3	3	1	—	4	2	—	1	1	1	2	1	1	2	1	—	—	—	2	6	3	8	6	3	2	3	1	7	2	—	6	33	14	43	43	27	36	„ 3
„ 4	3	6	12	7	9	5	7	6	6	11	13	10	8	4	10	7	9	16	12	14	13	13	10	8	7	7	13	14	7	24	93	90	103	110	100	142	„ 4
„ 5	5	9	15	12	9	17	14	14	17	8	14	13	23	9	9	16	19	21	23	21	28	22	17	19	25	14	16	29	23	38	174	151	171	187	174	220	„ 5
„ 6	9	12	10	12	12	12	10	5	14	11	12	13	24	7	17	24	20	21	21	26	13	19	27	21	25	16	22	11	27	28	180	171	149	195	174	185	„ 6
„ 7	—	6	6	1	3	2	6	2	7	4	3	3.	3	7	11	6	8	5	9	18	15	7	5	8	6	15	7	5	8	2	71	90	66	75	57	35	„ 7
„ 8	3	1	3	5	12	2	7	7	6	4	27	1	12	7	8	36	27	3	12	20	39	23	19	3	17	19	18	14	21	7	102	137	124	170	195	39	„ 8
„ 9	12	23	10	2	9	6	14	14	25	2	21	14	38	22	15	52	49	36	15	32	68	10	36	45	35	18	13	52	60	23	209	193	230	199	269	221	„ 9
„ 10	3	4	4	—	1	3	15	22	12	1	4	10	70	27	4	70	31	41	28	15	112	5	17	97	14	8	11	89	88	7	182	168	311	218	224	221	„ 10
„ 11	—	—	1	—	—	—	1	4	—	1	—	1	55	8	2	26	7	6	11	5	10	2	4	17	2	10	3	13	57	1	88	101	102	63	82	30	„ 11
„ 12	—	—	—	—	—	—	4	1	—	—	—	1	67	53	3	30	18	10	13	1	29	—	11	13	—	3	—	26	156	—	87	139	52	69	205	42	„ 12
Variable	—	—	1	—	—	—	1	1	—	1	—	1	3	—	1	—	—	1	2	1	11	—	—	5	—	2	2	2	—	1	7	5	20	6	1	9	Variable
Unknown	4	4	2	1	—	4	2	2	5	3	6	3	25	2	4	7	16	11	8	3	2	7	18	12	9	5	5	11	14	4	67	42	48	46	74	73	Unknown
TOTAL -	52	74	73	52	65	67	86	84	97	54	107	77	343	156	90	283	210	183	170	164	350	140	176	264	156	126	128	276	466	155	1,416	1,379	1,494	1,488	1,664	1,390	TOTAL.

* Figures to denote the Force of the Wind.

0. Calm.
1. Light Airs - Just sufficient to give steerage way.
2. Light Breeze - With which a Ship with all Sail set and clean full would go in smooth water. to 2 knots.
3. Gentle Breeze - to 4 „
4. Moderate Breeze - 5 to 6 „
5. Fresh Breeze - In which she could just carry in chase, full and by: Royals, &c.
6. Strong Breeze - Single Reefs and T.G. Sails.
7. Moderate Gale - Double Reefs and Jib.
8. Fresh Gale - Triple Reefs, &c.
9. Strong Gale - Close Reefs and Courses.
10. Whole Gale - In which she could just bear close-reefed Main Topsail and reefed Foresail.
11. Storm - - Under Storm Staysail.
12. Hurricane - Under Bare Poles.

Table 9. Wrecks and Casualties for Six Years, showing the NUMBER OF SHIPS, and distinguishing the Description of CERTIFICATES held by the Masters.

Year.	Ships commanded by Masters holding Certificates of Competency.			Ships commanded by Masters holding Certificates of Service.			Ships in Home and Coasting Trade, commanded by Masters not required to have Certificates.	Ships commanded by Foreigners not holding British Certificates.	Unknown.	Total.
	In Foreign Trade.	In Home Trade.	Total.	In Foreign Trade.	In Home Trade.	Total.				
1859	121	122	243	88	280	368	635	230	293	1,769
1860	94	168	262	52	321	373	578	228	236	1,677
1861	150	140	290	79	285	364	652	274	239	1,819
1862	164	157	321	84	264	348	720	266	172	1,827
1863	209	141	350	77	271	348	844	267	192	2,001
1864	204	150	354	85	190	275	694	246	172	1,741

Table 10. Wrecks and Casualties for Six Years, showing the NUMBER OF SHIPS, distinguishing the Ships and Cargoes INSURED and UNINSURED, and the Amount of Insurance where known.

Years in which Casualties happened.	Number of Vessels and Cargoes reported to be Insured, and the Amount of Insurance.					Number of Vessels and Cargoes reported as not Insured.		Number of Vessels and Cargoes, whether Insured or not, unknown.		Vessels in Ballast.	Total.	* Out of the total number of Vessels and Cargoes lost or damaged, the estimated loss of the following only have been reported.				
	Vessels.		Cargoes.		Total Amount of Insurance.							Vessels.		Cargoes.		Total estimated Loss as reported.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.			Number.	Amount.	Number.	Amount.	
		£		£	£								£		£	£
1859	591	667,032	89	101,612	768,644	329	178	849	1,223	279	1,769	907	532,147	294	221,860	754,007
1860	533	484,605	59	21,274	505,879	289	150	855	1,157	311	1,677	839	512,242	259	94,611	606,853
1861	744	926,471	123	151,524	1,077,995	325	199	750	1,188	309	1,819	1,230	780,144	443	223,901	1,004,045
1862	711	846,198	84	70,116	916,314	371	223	745	1,163	357	1,827	1,237	728,336	401	212,704	941,040
1863	717	688,820	92	30,957	719,777	362	198	922	1,328	383	2,001	1,240	659,431	355	327,436	986,867
1864	541	662,502	57	24,485	687,487	223	85	977	1,301	298	1,742	1,035	706,074	290	140,934	847,008
Total - -	3,837	4,275,628	504	399,968	4,676,096	1,899	1,033	5,098	7,360	1,937	10,835	6,488	3,918,374	2,042	1,221,446	5,139,820

* *Note.*—The Figures given in this part of the Table depend on information furnished by the Officers of the ships at the time of the casualty, and are consequently but approximations.

Table 11. Wrecks and Casualties for Six Years, (excluding Collisions) which have involved TOTAL LOSS, distinguishing the Cause of each Loss.

Months in which Casualties happened.	Class I. Arising from Stress of Weather.										Class II. Arising from Inattention, Carelessness, and Neglect.					Class III. Arising from Defects in Ships or Equipments.					Class IV. Arising from various Causes.											Causes unknown.	Grand Total.
	Foundered.	Driven or run on a Sand or Lee Shore.	Parted Cables.	Dragged Anchors.	Damage to Hull or Rudder, or Loss of Masts, Yards, Sails, &c.	Shifting of Cargo or Ballast.	Missing Stays.	Failing to make Harbour, or standing whilst entering.	Capsized.	Total of Class I.	Error, Neglect, or Incompetency of Master or Mate.	Error, Neglect, or Incompetency of Pilots.	Improper Stowage.	Not heaving Lead.	Total of Class II.	Foundered from Unseaworthiness.	Overladen.	Defective Charts, insufficient Manning, unsound Gear or Equipments, improper Repairs, or defective Construction.	Local Attraction and Defects of Compasses.	Total of Class III.	Thick and foggy Weather.	Leaky, &c. through heavy Seas.	Strong Currents or heavy Seas and light Winds.	Want of Lights or Buoys on Coasts and Shoals.	Want of Pilot.	Want of Power in Steam Tugs, or defective Tow Ropes.	Striking on sunken Wreck, &c.	Spontaneous Combustion.	Injured by Fire or Lightning.	Damage to Boilers or Machinery.	Accidental.	Combination of Causes.	Total of Class IV.		
January -	4	6	–	1	3	–	1	–	–	15	12	2	–	5	19	1	2	–	1	4	3	1	1	–	1	–	–	–	–	–	1	–	7	6	51
February -	6	1	4	–	2	–	1	–	–	14	9	2	–	2	13	–	–	1	–	1	4	–	–	–	–	–	–	–	–	–	–	1	5	4	37
March -	3	4	–	–	–	–	–	2	–	9	4	–	–	6	10	1	–	1	–	2	3	1	1	–	–	–	–	–	1	–	2	–	8	2	31
April - -	–	–	–	–	–	–	–	–	–	–	3	2	1	1	7	2	–	1	1	4	2	–	–	–	–	–	–	–	–	–	–	–	2	–	13
May - -	–	1	–	–	1	–	1	–	–	3	2	1	–	–	3	1	–	–	–	1	1	1	2	–	–	–	–	–	–	–	–	–	4	–	11
June -	–	–	–	–	1	–	1	–	–	2	1	–	–	–	1	2	–	–	–	2	–	1	–	–	–	–	1	–	–	–	1	–	3	2	10
July - -	1	–	1	–	–	–	–	–	–	2	1	–	–	–	1	3	1	1	–	5	2	1	1	–	–	–	–	–	–	–	–	–	4	1	13
August -	2	–	–	–	–	–	–	–	–	2	2	–	–	2	4	1	–	–	–	1	–	1	1	–	–	–	–	–	–	–	–	–	2	1	10
September -	2	3	–	2	–	–	–	–	–	7	2	1	–	1	4	4	–	–	–	4	2	1	1	–	–	–	1	–	–	–	2	–	7	–	22
October -	6	13	3	6	3	1	–	2	1	35	8	1	–	2	11	1	–	1	–	2	–	1	1	1	–	–	–	–	1	–	1	–	5	7	60
November -	16	15	13	4	10	1	3	8	–	70	6	1	–	3	10	3	–	2	1	6	3	4	2	–	–	1	1	–	–	–	1	–	12	7	105
December -	1	–	1	–	1	–	1	–	–	4	3	1	–	2	6	6	–	1	–	7	1	3	–	–	–	–	1	–	–	–	–	–	5	1	23
Total in 1864	41	43	22	13	21	2	8	12	1	163	53	11	1	24	89	25	3	8	3	39	21	15	10	1	1	1	4	–	2	–	8	1	64	31	386
Total in 1859	80	72	41	17	50	5	15	15	3	298	57	7	–	20	84	32	–	7	3	42	23	–	12	2	4	5	5	4	4	2	6	3	70	33	527
Total in 1860	53	73	45	35	39	5	10	11	7	278	74	8	–	21	103	39	2	2	6	49	17	–	7	–	2	5	2	1	1	–	2	3	40	6	476
Total in 1861	61	109	37	14	54	5	6	11	5	302	61	7	–	21	89	45	1	2	–	48	17	–	6	1	3	2	3	1	1	–	12	3	49	25	513
Total in 1862	60	41	48	18	40	5	10	17	3	242	42	6	–	24	72	13	1	5	6	25	27	15	20	1	1	–	7	–	–	–	18	7	96	20	455
Total in 1863	119	51	41	24	56	8	11	18	4	332	42	4	2	13	61	19	1	8	3	31	16	8	11	–	1	2	14	1	2	–	9	1	65	14	503

Table 12. Wrecks and Casualties for Six Years, (excluding Collisions) which have involved **PARTIAL LOSS**, distinguishing the Cause of each Loss.

Months in which Casualties happened.	Class I. Arising from Stress of Weather.										Class II. Arising from Inattention, Carelessness, or Neglect.					Class III. Arising from Defects in Ships or Equipments.					Class IV. Arising from various Causes.																				Causes unknown.	Grand Total.
	Leaky.	Driven or run on a Sand or Lee Shore.	Parted Cables.	Dragged Anchors.	Damage to Hull or Rudder, or Loss of Masts, Yards, Sails, &c.	Shifting of Cargo or Ballast.	Missing Stays.	Failing to make Harbour, or stranding whilst entering.	Capsized.	Total of Class 1.	Error, Neglect, or Incompetency Master or Mate.	Error, Neglect, or Incompetency of Pilots.	Improper Stowage.	Not heaving Lead.	Total of Class 2.	Leaky from Unseaworthiness.	Overladen.	Defective Charts, insufficient Manning, unsound Gear or Equipments, imperfect Repairs, or defective Construction.	Local Attraction and Defects of Compasses.	Total of Class 3.	Thick and foggy Weather.	Leaky, &c. through heavy Seas.	Strong Currents or heavy Seas and light Winds.	Want of Lights or Buoys on Coasts and Shoals.	Want of Pilot.	Want of Power in Steam Tugs, or defective Tow Ropes.	Striking on sunken Wreck, &c.	Spontaneous Combustion.	Injured by Fire or Lightning.	Damage to Boilers or Machinery.	Accidental.	Combination of Causes.	Total of Class 4.		
January -	9	3	1	3	11	1	–	1	–	29	16	3	1	11	31	1	–	1	–	2	4	5	–	–	–	–	1	–	–	1	4	1	16	–	78
February -	7	3	6	4	19	1	–	–	–	40	7	3	–	2	12	1	–	2	1	4	1	1	1	–	–	–	–	–	–	1	3	–	7	1	64
March -	8	1	1	3	8	1	1	3	–	26	5	2	–	6	13	3	1	2	–	6	4	3	1	–	–	–	–	–	1	–	3	–	12	–	57
April -	–	–	–	–	2	–	–	–	–	2	7	4	–	–	11	–	–	1	–	1	6	1	–	–	1	–	1	–	–	–	–	–	9	1	24
May -	3	–	–	–	8	–	–	1	–	12	4	3	–	1	8	2	–	1	2	5	2	8	2	–	–	–	–	–	–	1	–	–	13	–	38
June -	2	1	–	–	3	–	–	1	1	8	1	–	–	1	2	1	1	2	–	4	2	5	1	–	–	–	–	–	–	1	2	–	11	–	25
July - -	1	1	–	–	4	–	–	–	–	6	7	2	–	3	12	1	–	1	–	2	–	–	1	–	1	–	–	–	–	–	–	–	2	–	22
August -	3	–	–	–	1	–	–	–	–	4	5	1	–	3	9	2	–	–	–	2	1	6	2	–	–	–	–	–	–	–	7	–	16	1	32
September -	4	1	–	1	5	1	–	–	1	13	6	3	–	1	10	1	–	4	–	5	2	3	2	–	–	–	–	–	–	–	1	–	8	–	36
October -	10	4	2	9	16	1	1	4	–	47	10	2	–	1	13	3	–	6	–	9	1	5	–	–	–	–	–	–	–	–	2	–	8	2	79
November -	13	5	10	11	36	4	4	3	–	86	4	3	–	7	14	1	–	3	1	5	4	4	1	–	–	–	1	–	–	–	5	–	15	2	122
December -	12	3	3	–	6	–	2	–	–	26	7	1	–	5	13	2	–	5	1	8	10	2	3	1	1	–	3	–	–	–	5	2	27	2	76
Total in 1864	72	22	23	31	119	9	8	13	2	299	79	27	1	41	148	18	2	28	5	53	37	43	14	1	3	–	6	–	1	4	32	3	144	9	653
Total in 1859	101	19	32	23	103	5	13	10	2	308	69	10	–	18	97	20	–	16	6	42	39	–	11	2	–	9	7	2	1	1	13	3	88	5	540
Total in 1860	56	42	41	28	156	17	9	16	2	367	80	14	–	16	110	14	4	23	8	49	26	–	7	3	6	–	10	1	1	1	12	5	72	7	605
Total in 1861	87	73	35	28	165	7	15	11	3	424	63	17	1	21	102	30	2	23	1	56	25	–	7	4	1	4	7	3	4	2	17	1	75	1	658
Total in 1862	59	17	45	43	182	18	7	13	2	386	77	11	–	27	115	16	5	12	9	42	30	46	13	2	10	2	7	1	1	–	26	6	144	8	695
Total in 1863	80	44	70	52	244	23	5	32	–	550	76	17	–	22	115	11	3	15	1	30	27	28	21	2	1	2	8	3	2	1	28	3	126	9	830

Table 13. Wrecks and Casualties for Six Years, arising from COLLISIONS which have involved TOTAL LOSS, distinguishing the Causes of the Collisions.

Months in which Casualties happened.	Parting Cables, Dragging Anchors, Breaking Sheer, and Fouling.	Missing Stays.	Anchoring in Foul Berth.	Want of Sea Room.	Thick and Foggy Weather.	Bad Look-out.	Neglecting to show proper Light.	Neglect or Misapplication of Steering and Sailing Rules.	Error of Pilot.	Want of Seamanship.	General Negligence and want of Caution.	Inevitable Accident.	Error in Judgment.	Cause unknown.	Total.
January -	1	1	–	–	2	1	3	3	–	–	–	2	–	–	13
February -	1	–	–	–	–	3	–	3	–	–	1	1	1	1	11
March -	–	–	–	–	–	–	1	2	–	–	2	–	1	1	7
April -	–	–	–	–	–	3	1	2	–	–	–	2	–	1	9
May - -	–	–	–	–	–	1	–	–	–	–	–	–	–	–	1
June - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
July - -	–	–	–	–	–	–	–	3	–	–	–	–	1	–	4
August -	–	–	–	–	1	3	1	1	–	–	–	1	–	3	10
September -	–	–	–	–	–	1	–	–	–	–	1	1	–	–	3
October -	1	1	–	–	–	1	1	–	–	–	1	–	–	1	6
November -	1	–	–	–	–	1	2	3	–	–	1	–	–	–	8
December -	–	–	–	–	–	3	2	2	–	–	–	–	2	–	9
Total in 1864	4	2	–	–	3	17	11	19	–	–	6	7	5	4	81
Total in 1859	2	–	–	–	7	18	5	12	–	1	2	8	–	3	58
Total in 1860	2	1	–	–	2	19	5	12	1	2	5	9	2	5	65
Total in 1861	1	–	–	1	2	20	11	18	–	1	2	3	1	2	62
Total in 1862	3	–	–	1	4	18	4	22	1	–	4	5	3	1	66
Total in 1863	7	2	–	–	5	14	8	16	–	2	2	4	2	4	66

Table 14. Wrecks and Casualties for Six Years, arising from COLLISIONS involving PARTIAL LOSS, distinguishing the Causes of the Collisions.

Months in which Casualties happened.	Parting Cables, Dragging Anchors, Breaking Sheer, and Fouling	Missing Stays.	Anchoring in Foul Berth.	Want of Sea Room.	Thick and Foggy Weather.	Bad Look-out.	Neglecting to show proper Light.	Neglect or Misapplication of Steering and Sailing Rules.	Error of Pilot.	Want of Seamanship.	General Negligence and want of Caution.	Inevitable Accident.	Error in Judgment.	Cause unknown.	Total.
January -	1	1	–	–	1	9	2	8	1	–	–	5	–	1	29
February -	–	–	–	–	2	2	–	7	1	–	4	4	5	1	26
March - -	3	1	–	–	2	3	–	6	–	–	2	3	3	–	23
April - -	–	1	–	–	1	1	–	3	–	–	–	–	1	–	7
May - -	–	–	–	–	2	2	–	4	–	2	–	1	–	2	13
June - -	–	–	–	–	2	5	–	4	–	2	–	2	1	–	16
July - -	–	–	–	–	2	3	–	4	1	–	1	–	–	–	11
August -	–	–	–	–	2	6	–	3	–	–	–	3	–	1	15
September -	–	–	–	–	–	–	2	2	1	1	–	4	1	5	16
October -	5	1	–	3	1	7	3	8	2	2	2	2	1	1	38
November -	13	–	–	–	–	4	–	7	–	1	–	1	3	–	29
December -	2	–	1	2	1	5	5	12	–	3	9	6	–	1	47
Total in 1864	24	4	1	5	16	47	12	68	6	11	18	31	15	12	270
Total in 1859	23	3	1	4	17	65	15	66	1	5	20	41	25	5	291
Total in 1860	32	1	7	4	11	52	13	30	2	16	26	21	11	7	233
Total in 1861	19	5	4	2	19	54	18	47	1	11	33	28	13	7	261
Total in 1862	43	2	5	12	14	55	11	63	3	6	12	19	18	9	272
Total in 1863	49	3	3	4	4	42	5	48	1	13	21	35	31	6	265

Table 15. SUMMARY of Tables 11, 12, 13, and 14.

——	Collisions.						Total.	Annual Average.	Casualties other than Collisions.						Total.	Annual Average.
	1859	1860	1861	1862	1863	1864			1859	1860	1861	1862	1863	1864		
Casualties involving **total** loss -	58	65	62	66	66	81	398	66⅓	527	476	513	455	503	386	2,860	476⅔
Casualties involving **partial** loss -	291	233	261	272	265	270	1,592	265⅓	540	605	658	695	830	653	3,981	663⅚
TOTAL CASUALTIES	349	298	323	338	331	351	1,990	331⅔	1,067	1,081	1,171	1,150	1,333	1,039	6,841	1,140⅛

——	Total Casualties.						Total.	Annual Average.
	1859	1860	1861	1862	1863	1864		
Casualties involving **total** loss -	585	541	575	521	569	467	3,258	543
Casualties involving **partial** loss -	831	838	919	967	1,095	923	5,573	928⅚
TOTAL CASUALTIES	1,416	1,379	1,494	1,488	1,664	1,390	8,831	1,471⅚

Table 16. Wrecks and Casualties for Six Years arising from COLLISION, distinguishing the TIME and the STATE OF THE WEATHER when each Collision happened.

Month in which Casualties happened.	Time.																		Gross Total.
	Between 6 A.M. and 6 P.M.									Between 6 P.M. and 6 A.M.									
	Dark.	Dark and Clear.	Very Dark.	Hazy.	Cloudy.	Thick and Foggy.	Clear and Fine.	Squally or unknown.	Total.	Dark.	Dark and Clear.	Very Dark.	Hazy.	Cloudy.	Thick and Foggy.	Clear and Fine.	Squally or unknown.	Total.	
January - - -	–	–	–	2	3	2	9	1	17	3	–	–	4	5	5	5	3	25	42
February - - -	–	–	–	2	1	1	9	7	20	–	–	–	2	2	3	7	3	17	37
March - - - -	–	–	–	2	–	–	7	1	10	1	–	1	4	1	3	6	4	20	30
April - - - -	–	–	–	–	–	–	1	–	1	–	–	–	–	1	1	12	1	15	16
May - - - -	–	–	–	1	–	–	1	–	2	1	–	–	2	1	1	3	4	12	14
June - - -	–	–	–	–	–	–	4	1	5	–	–	–	1	–	3	6	1	11	16
July - - - -	–	–	–	–	–	1	3	–	4	–	–	–	1	2	1	5	2	11	15
August - - -	–	–	–	1	–	–	2	3	6	1	1	3	–	–	4	6	4	19	25
September - - -	–	–	–	1	–	–	3	–	4	1	–	–	1	2	1	6	4	15	19
October - - -	–	–	–	1	–	–	8	–	9	4	8	2	1	7	3	6	4	35	44
November - - -	–	–	–	2	1	–	8	2	13	1	2	–	2	3	3	3	10	24	37
December - - -	–	–	–	2	2	3	9	2	18	4	7	2	8	1	2	11	3	38	56
Total in 1864 - -	–	–	–	14	7	7	64	17	109	16	18	8	26	25	30	76	43	242	351
Total in 1859 - -	1	1	–	5	10	15	62	22	116	12	8	1	26	29	45	87	25	233	349
„ 1860 - -	2	–	–	4	6	13	42	19	86	16	6	7	20	21	26	81	35	212	298
„ 1861 - -	–	–	–	2	10	13	42	27	94	10	–	–	23	34	34	87	41	229	323
„ 1862 - -	–	–	–	5	13	14	49	21	102	15	–	6	15	19	47	92	42	236	338
„ 1863 - -	1	–	–	6	12	7	60	49	135	11	2	6	16	24	21	66	50	196	331

Table 17. WRECKS and CASUALTIES arising from COLLISION during the Years 1850 to 1864, inclusive; both Vessels under Way from those happening with

Month.	Hour at which Sun rises and sets.	Collision between Two Steam Vessels.												Collision between Two Sailing Vessels.											
		Both under Way.						One under Way and One at Anchor.						Both under Way.						One under Way and One at Anchor.					
		1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855
January	—	–	–	–	–	–	1	–	–	–	–	–	–	2	17	3	12	10	9	1	5	–	1	1	2
February	—	–	–	–	–	–	–	–	–	–	–	–	–	2	12	9	13	7	7	–	–	1	–	–	–
March	—	–	–	–	–	–	–	–	–	–	–	–	–	5	9	2	3	3	8	–	1	–	–	–	2
April	—	–	–	–	–	1	1	–	–	–	–	–	–	1	6	4	8	9	13	–	1	2	–	–	1
May	—	–	1	–	–	–	–	–	–	–	–	–	–	2	3	1	3	1	10	–	–	–	1	–	1
June	—	–	–	–	–	–	–	–	–	–	–	–	–	–	2	1	1	1	5	–	–	–	–	–	1
July	—	–	–	1	–	–	–	–	–	–	–	–	–	–	1	2	2	1	10	–	–	–	–	–	3
August	—	–	–	–	–	1	–	–	–	–	–	–	–	1	2	4	2	5	9	–	–	1	–	–	1
September	—	–	–	–	–	–	1	–	–	–	–	–	–	2	11	11	4	3	9	–	–	–	–	–	2
October	—	–	–	–	–	–	2	–	–	–	–	–	–	2	13	7	3	14	15	–	–	2	1	–	2
November	—	–	–	–	–	–	–	–	–	–	–	–	–	6	35	8	3	15	36	–	–	3	–	–	2
December	—	–	1	1	1	–	1	–	–	–	–	–	–	2	13	9	7	8	41	–	3	–	–	1	6
		–	2	2	1	2	6	–	–	–	–	–	–	25	124	61	61	77	172	1	10	9	3	2	21

(*Continued.*)

Month.	Hour at which Sun rises and sets.	Collision between Two Steam Vessels.																							
		Both under Way.										One under Way and One at Anchor.													
		1856		1857		1858		1859		1860		1856		1857		1858		1859		1860					
		Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.				
January	8.8 / 4.0	–	–	–	2	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–				
February	7.42 / 4.46	–	1	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–				
March	6.48 / 5.39	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
April	5.36 / 6.33	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
May	4.33 / 7.22	–	–	1	–	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–				
June	3.52 / 8.5	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
July	3.50 / 8.17	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
August	4.26 / 7.45	1	–	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
September	5.15 / 6.44	1	1	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
October	6.2 / 5.36	–	–	1	–	1	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–				
November	6.56 / 4.31	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–				
December	7.45 / 8.52	–	1	–	1	–	1	–	2	1	–	–	–	–	–	–	–	–	–	–	–				
		2	4	2	5	2	8	1	2	2	1	–	–	–	1	–	–	–	–	–	–				
		6		7		10		3		3		–		1		–		–		–					

Month.	Hour at which Sun rises and sets.	Collision between Two Sailing Vessels.																							
		Both under Way.										One under Way and One at Anchor.													
		1856		1857		1858		1859		1860		1856		1857		1858		1859		1860					
		Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.				
January	8.8 / 4.0	1	18	3	13	–	12	1	18	–	11	–	–	4	5	–	3	3	5	3	8				
February	7.42 / 4.46	1	15	2	8	2	10	8	21	1	12	–	2	–	1	1	5	6	15	4	1				
March	6.48 / 5.39	1	18	3	16	5	13	5	16	4	8	4	5	–	–	1	8	4	4	1	–				
April	5.36 / 6.33	4	12	–	9	3	6	3	9	1	3	–	2	2	1	–	1	4	3	2	1				
May	4.33 / 7.22	1	17	3	3	4	1	2	2	4	7	1	–	–	–	1	1	–	2	1	1				
June	3.52 / 8.5	2	2	3	4	1	–	6	2	3	8	3	–	–	–	–	1	–	–	1	1				
July	3.50 / 8.17	2	5	3	5	8	4	1	3	2	2	–	–	–	–	2	–	–	1	–	–				
August	4.26 / 7.45	1	3	4	11	–	10	3	3	5	4	–	1	–	–	–	2	3	1	2	3				
September	5.15 / 6.44	2	8	4	9	5	13	5	8	1	12	–	–	1	1	–	1	4	3	1	–				
October	6.2 / 5.36	–	23	2	16	2	17	2	26	–	14	1	1	–	1	3	3	–	3	–	3				
November	6.56 / 4.31	3	19	–	13	1	14	5	18	9	19	3	7	–	2	1	3	3	–	1	3				
December	7.45 / 8.52	4	17	6	13	5	13	2	13	1	11	–	5	3	3	1	5	–	7	1	5				
		22	157	33	120	36	113	43	139	31	111	12	23	10	14	10	33	27	44	17	29				
		179		153		149		182		142		35		24		43		71		46					

(*Continued.*)

Month.	Hour at which Sun rises and sets.	Collision between Two Steam Vessels.																							
		Both under Way.										One under Way and One at Anchor.													
		1861		1862		1863		1864				1861		1862		1863		1864							
		Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.			Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.						
January	8.8 / 4.0	—	—	—	1	—	—	—	—			—	—	—	—	—	—	—	—						
February	7.42 / 4.46	—	—	—	—	1	—	—	2			—	—	—	—	—	—	—	—						
March	6.48 / 5.39	—	—	—	2	—	—	—	—			—	—	—	—	—	—	—	—						
April	5.36 / 6.33	—	—	—	—	—	—	—	2			—	—	—	—	—	—	—	—						
May	4.33 / 7.22	—	—	—	—	—	—	—	—			—	—	—	—	—	—	—	—						
June	3.52 / 8.5	—	—	—	—	—	1	—	—			—	—	—	—	—	—	—	—						
July	3.50 / 8.17	—	—	1	—	—	—	—	1			—	—	—	—	—	—	—	—						
August	4.26 / 7.45	—	—	—	—	—	—	—	1			—	—	—	—	—	—	—	—						
September	5.15 / 6.44	—	—	1	—	—	1	—	—			—	—	—	—	—	—	—	—						
October	6.2 / 5.36	—	—	—	1	—	—	—	1			—	—	—	—	—	—	—	—						
November	6.56 / 4.31	—	1	1	2	—	—	—	1			—	—	—	—	—	—	—	—						
December	7.45 / 8.52	—	2	—	2	—	—	—	1			—	—	—	—	—	—	—	—						
		—	3	3	8	1	2	—	9			—	—	—	—	—	—	—	—						
		3		11		3		9				—		—		—		—							

Month.	Hour at which Sun rises and sets.	Collision between Two Sailing Vessels.																							
		Both under Way.										One under Way and One at Anchor.													
		1861		1862		1863		1864				1861		1862		1863		1864							
		Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.			Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.						
January	8.8 / 4.0	3	20	1	20	3	16	6	18			2	5	1	—	7	9	2	7						
February	7.42 / 4.46	5	21	4	16	5	12	5	15			2	2	2	1	1	2	3	1						
March	6.48 / 5.39	1	15	3	10	3	8	5	13			4	3	—	2	2	1	—	4						
April	5.36 / 6.33	9	11	1	15	4	6	—	7			—	1	—	—	—	2	1	3						
May	4.33 / 7.22	4	5	2	6	6	3	1	6			3	1	1	1	2	1	1	1						
June	3.52 / 8.5	1	—	4	9	1	1	6	1			—	—	—	—	1	1	1	1						
July	3.50 / 8.17	3	5	4	9	4	1	4	5			—	—	—	—	—	—	1	—						
August	4.26 / 7.45	5	12	3	7	9	5	2	9			1	3	1	—	1	3	3	2						
September	5.15 / 6.44	—	5	2	12	4	8	4	10			1	6	1	—	1	3	1	2						
October	6.2 / 5.36	3	10	5	20	8	12	4	18			—	3	3	5	—	5	3	3						
November	6.56 / 4.31	9	22	7	11	2	14	2	10			6	12	4	4	2	4	—	3						
December	7.45 / 8.52	1	16	4	15	3	13	4	22			3	4	3	3	5	8	—	15						
		44	142	40	150	52	99	43	134			22	40	16	16	22	39	16	42						
		186		190		151		177				62		32		61		58							

NOTE.—The Collisions during the Day in 1850 to 1855 cannot be separated from those

distinguishing Collisions by Day from Collisions by Night, and further distinguishing Collisions happening with One Vessel at Anchor and the other under Way.

Collision between a Steam Vessel and a Sailing Vessel.																		Vessels breaking sheer from Anchors or Moorings, and coming into collision.						Total in each Year.						Gross Total.
Both under Way.						Steam Vessel under Way and Sailing Vessel at Anchor.						Sailing Vessel under Way and Steam Vessel at Anchor.																		
1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855	1850	1851	1852	1853	1854	1855	
2	–	2	1	1	4	–	–	1	–	1	1	–	–	–	–	–	–	–	5	–	–	1	–	5	27	6	14	14	17	83
1	–	1	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	2	4	12	11	14	8	9	58
–	3	–	2	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	5	13	2	5	5	12	42
–	1	2	1	–	3	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	8	10	9	10	18	56
–	–	–	–	2	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	4	1	4	3	13	27
–	–	1	–	–	4	–	2	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4	2	1	2	10	19
–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	3	2	2	13	21
1	2	–	2	1	4	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	2	5	5	4	7	15	38
–	3	1	–	1	9	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	14	12	4	4	19	55
–	1	1	3	3	3	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	2	14	10	7	17	23	73
–	2	–	1	1	6	–	–	–	1	–	1	–	–	–	–	–	–	–	1	–	–	–	–	6	38	11	5	16	45	121
–	3	–	3	–	5	–	–	–	–	1	–	–	–	–	–	–	–	–	1	–	–	–	–	2	21	10	11	10	53	107
4	15	8	14	13	40	–	3	2	1	3	4	–	–	–	–	–	–	1	7	1	–	1	4	31	161	83	80	98	247	700

Collision between a Steam Vessel and a Sailing Vessel.																						Vessels breaking from Anchors or Moorings, and coming into collision.									
Both under Way.						Steam Vessel under Way and Sailing Vessel at Anchor.						Sailing Vessel under Way and Steam Vessel at Anchor.																				
1856		1857		1858		1859		1860		1856		1857		1858		1859		1860		1856		1857		1858		1859		1860		
Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.
–	11	1	8	–	5	2	6	–	4	–	–	–	2	–	1	–	1	–	2	–	–	–	–	–	–	–	–	–	–	–	–
–	8	1	3	1	5	1	7	–	5	–	–	–	–	1	–	–	1	–	–	–	–	–	–	–	1	–	–	–	–	–	–
–	1	4	3	2	4	–	8	1	1	1	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
2	1	1	6	–	3	1	1	1	4	–	–	1	2	–	–	–	–	1	–	–	–	–	–	1	–	–	1	–	–	–	–
–	3	1	1	2	2	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–	–	5	–
2	2	1	2	–	1	–	–	–	–	–	1	1	–	–	2	1	–	–	1	–	–	–	–	–	–	–	1	–	–	1	–
2	1	–	–	–	3	2	3	4	1	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
–	1	2	8	–	2	–	2	5	1	1	–	–	–	–	–	–	–	1	1	–	–	–	–	–	–	–	–	1	–	3	3
1	5	1	6	–	4	1	3	1	3	–	–	–	–	–	3	–	–	1	–	–	–	–	–	–	–	1	–	–	–	–	2
–	5	–	7	1	13	1	6	1	3	2	–	–	1	–	–	–	2	–	–	–	–	–	–	–	–	–	1	–	–	4	2	1
–	8	1	5	3	2	–	5	1	5	–	–	–	1	–	1	–	1	1	1	–	–	–	–	–	–	–	3	10	1	–	1	3	2	3	1	9
–	5	–	4	1	5	1	5	–	3	–	2	–	1	–	3	–	1	–	1	–	–	–	–	–	1	–	–	1	3	–	2	–	3	–	–	–	–
7	51	13	53	10	52	10	46	15	30	4	5	2	7	1	11	1	6	4	6	–	–	–	–	1	–	–	4	–	–	10	19	3	14	5	19	10	16	25	27
58		66		62		56		45		9		9		12		7		10		–		–		1		4		–		29		17		24		26		52	

Collision between a Steam Vessel and a Sailing Vessel.																												Vessels breaking from Anchors or Moorings, and coming into collision.									
Both under Way.								Steam Vessel under Way and Sailing Vessel at Anchor.								Sailing Vessel under Way and Steam Vessel at Anchor.																
1861		1862		1863		1864		1861		1862		1863		1864		1861		1862		1863		1864										
Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.									
–	3	2	5	–	5	2	3	–	1	–	2	–	–	1	2	–	1	–	–	–	–	–	–	–	3	–	2	4	11	–	1
1	–	2	3	2	4	3	4	–	1	–	1	–	4	2	–	–	–	–	–	–	–	–	–	1	3	–	1	–	–	1	1
–	4	1	2	–	1	–	–	–	–	1	–	–	1	1	–	–	–	–	–	–	–	–	–	1	–	–	–	–	2	4	
–	3	1	1	1	4	–	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	
–	1	–	2	–	1	–	4	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–
1	1	–	1	–	–	1	6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	2	1	–	–	–	–
–	3	–	4	1	–	–	1	–	–	–	–	–	1	1	–	–	–	–	–	1	–	–	1	–	–	–	–	–	–	–	–
–	1	1	1	3	1	2	5	–	–	1	–	–	–	–	1	–	–	–	–	–	–	–	–	1	2	–	–	–	–	–	–
–	4	3	2	2	6	1	–	–	3	–	–	–	1	–	1	–	–	–	–	–	–	–	–	–	3	–	–	3	2	–	–
–	3	–	6	–	1	–	7	–	2	–	1	–	–	1	–	–	–	–	–	–	–	–	–	1	–	7	17	4	6	–	7
3	5	1	3	1	4	2	4	1	1	–	–	–	–	–	1	–	–	–	–	–	1	–	–	1	2	5	1	4	6	8	6
–	4	–	5	2	4	1	8	–	1	–	–	–	–	–	1	–	–	–	–	–	–	–	–	1	3	5	12	11	14	–	4
5	32	11	35	12	31	12	45	1	9	2	4	–	5	6	9	–	1	–	–	1	1	–	1	8	16	19	34	27	39	11	23
37		46		43		57		10		6		5		15		1		–		2		1		24		53		66		34	

Total in each Year.																						Gross Total.	
1856		1857		1858		1859		1860		1861		1862		1863		1864							
Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.						
1	31	8	34	–	25	7	30	5	33	5	33	4	30	14	41	11	31	55	288
2	27	3	12	5	22	18	48	12	23	9	27	8	22	9	22	14	23	80	226
7	24	7	23	10	28	10	31	8	10	6	22	5	16	5	10	8	22	66	186
8	15	4	18	4	12	9	15	6	10	10	15	2	16	5	12	1	15	49	128
2	21	5	4	7	7	3	4	12	8	7	7	3	9	9	5	2	12	50	77
7	6	7	6	1	6	7	2	5	10	3	1	6	11	2	3	8	8	46	53
4	9	3	5	11	7	3	7	7	3	3	8	5	13	6	1	6	9	48	62
4	5	6	20	–	15	7	6	16	12	7	18	6	8	13	9	7	18	66	111
4	15	6	17	5	22	10	16	4	17	1	21	7	14	10	21	6	13	53	156
4	29	3	30	9	35	5	42	3	21	4	18	15	50	12	24	8	36	63	285
9	44	2	21	6	24	10	27	13	37	20	43	18	21	9	29	12	25	99	271
5	33	9	24	7	33	3	29	3	20	5	30	12	37	21	39	5	51	70	296
57	259	63	214	65	236	92	257	94	204	80	243	91	247	115	216	88	263	745	2139
316		277		301		349		298		323		338		331		351		2884	

which happened at Night, in consequence of the Inaccuracy of the Returns.

Table 18. List of SANDS and ROCKS upon which Vessels were Stranded in the Six Years 1859 to 1864 inclusive.

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.
Aberfraw Bank, Anglesea	–	–	1	–	–	–
Abertay Sand, Forfarshire	1	–	2	1	–	1
Ailsa Craig, Ayrshire	–	–	1	–	–	–
Airds Bank, Dumfries	–	1	–	–	–	–
Andrews Sand, Harwich	–	–	–	–	1	–
Annat Bank, River Esk	–	1	–	–	1	–
Arklow Bank, off Wicklow	2	4	–	2	2	3
Arranman's Barrels, Argyleshire	1	1	1	1	–	–
Baggey Leap, Barnstaple Bay	–	–	–	–	–	1
Bahama Bank, Isle of Man	2	–	–	–	–	–
Banks Rocks, Isle of Man	–	1	–	–	–	–
Barber Sand, Norfolk	1	6	1	4	1	3
Bar Flat, Lynn Deep	–	1	–	–	–	–
Barn Scar, Cumberland	–	–	1	–	–	–
Barnard Sand, off Kessingland	–	–	1	2	3	–
Barnard Wharf Sand, Fleetwood	–.	3	1	2	–	1
Barnaugh Island, county Mayo	–	1	–	–	–	–
Barrels Rock, Pembrokeshire	–	–	–	–	–	1
Barrels Rocks, off Carnsore Point	–	–	–	–	–	1
Barrow Sand, Essex	1	1	1	6	2	3
Barry Sand, Forfarshire	–	1	–	–	–	–
Barry Island, Glamorganshire	1	–	–	–	–	–
Battery Rocks, *see* Tynemouth Rocks	–	–	–	–	–	–
Bay Sand, Wisbeach	–	–	1	–	–	–
Beacon Rocks, Leith	–	–	–	1	–	–
Beacon Rock, Hartlepool	–	–	1	–	–	–
Beasts of Holm, Stornoway	–	–	1	–	–	–
Beggars Patch, Cheshire	–	–	–	–	1	–
Bemar Rock, Fifeshire	–	–	–	1	1	1
Belhaven Rocks, Haddingtonshire	–	1	–	–	–	–
Bembridge Ledge, Isle of Wight	–	–	–	–	1	–
Bendrick Rock, Ilfracombe	–	1	–	–	–	–
Bennets Bank, Dublin Bay	–	–	1	–	–	–
Berrow Bay Sands, Somerset	–	–	1	–	–	–
Bink Sand, off Wells	1	–	–	–	–	–
Black Shore Sand, Norfolk	–	1	–	–	–	–
Black Head, near Lizard	–	–	–	–	–	1
Black Horse Rock, Crookhaven	–	1	–	–	–	–
Black Middens, *see* Tynemouth Rocks	–	–	–	–	–	–
Black Rock Sand, Louth	–	–	–	1	–	–
Black Rock, Ayrshire	–	1	–	–	–	–
Black Rock, Falmouth	–	–	–	1	–	–
Black Rock, Dundalk Bay	1	–	–	–	–	–
Black Rock, Wick	–	–	–	1	–	–
Black Rock, Campbeltown	–	1	–	–	–	–
Black Rock, Galway	1	–	–	–	1	–
Black Rock, Leith	1	–	–	–	–	–
Black Rock, Sound of Islay	–	1	–	–	1	1
Black Rock, near Fifeness	1	–	–	–	–	–
Black Rock, off Youghal	–	–	–	–	–	1
Black Tail Spit, Essex	–	2	–	1	1	–
Blackwater Bank, Wexford	2	3	3	1	–	–
Blakeney Sands, Norfolk	3	–	2	6	4	5
Blackhall Rocks, Durham	1	1	1	–	–	–
Blasquet Rocks, county Kerry	–	1	–	–	–	1
Boarhills Rocks, St. Andrews	–	–	–	–	–	1
Boase Rocks, Cornwall	–	–	1	–	–	–
Boich Head Rocks, Fraserburgh	–	2	–	–	–	–
Bondcar Buss Rock, Hauxley, Northumberland.	–	–	–	1	–	–
Boulder Bank, Sussex	1	1	–	1	1	–
Boulmer Steel, Northumberland	–	2	2	2	–	1
Brake Sand, Kent	1	–	–	1	–	1
Bran Sand, River Tees	–	7	1	–	1	–
Braunton Sands, Devon	2	–	–	1	1	–
Brazil Bank, Liverpool	1	–	2	1	1	–
Breaksea Sand, Glamorganshire	–	–	2	1	–	2
Brethren Rocks, Lerwick	1	–	–	–	–	–
Bricanes Point, Wexford	–	–	–	–	1	–
Briggs Reef, Groomsport, county Down.	–	1	2	–	–	–
Briggs Rocks, Fifeshire	–	–	1	–	–	–
Briggs Rocks, near Inchkeith	–	–	–	–	1	–
Brist Rock, near Girvan	1	–	1	1	–	–
Broad Carr Rocks, off Cresswell, Northumberland.	–	1	–	–	–	–
Broken Bank, county Donegal	–	–	–	–	–	1
Brys Rock, Belfast Lough	1	–	–	–	–	–
Buck Rock, Cornwall	–	1	–	–	–	–
Bungar Bank, Sligo	1	–	–	–	–	–
Burnet Wharf, Fleetwood	–	1	–	–	–	–
Burbo Bank, River Mersey	1	1	2	–	6	2
Burcum Sand, River Humber	1	–	1	–	–	–
Burnham Flat, Norfolk	2	–	–	–	–	1
Burr Island, county Down	–	–	–	–	–	2
Burrows Sand, Swansea	1	–	–	–	–	–
Bus or Bush Rocks, Frazerburgh Harbour.	–	–	–	–	–	1
Butter Lump Rock, county Down	1	–	–	–	–	1
Buxey Sand, Essex	–	–	–	–	2	–
Cairnbulg Briggs, Frazerburgh	–	–	–	1	–	–
Caistor Shoal, Norfolk	1	1	–	–	3	–
Cant Sand, Essex	1	–	–	–	–	–
Cannon Rock, county Down	–	–	3	3	1	–
Carig y Llong Rock, Anglesea	–	–	–	–	–	1
Cardiff Sands, Glamorganshire	2	–	–	–	–	–
Carrig Rocks, Greenore Point, county Wexford.	–	1	1	–	–	–
Carrig Rocks, Bearhaven	1	–	–	–	–	–
Carrig Rocks, Isle of Man	1	–	–	–	1	–
Castellcock Rocks, Pembrokeshire	–	1	–	–	–	–
Cefn Sedan Sands, Carmarthen	2	–	–	–	–	–
Cheese Rock, Menai Straits	–	1	–	–	–	–
Cherry Stone Rock, off Mumbles Head	–	–	–	–	–	1
Chesil Beach, Dorset	1	1	–	–	1	–
Children's Rock, Cornwall	–	–	–	–	2	–
Chit Rock, Sidmouth	–	1	–	–	–	–
Clachlan Rock, Isle of Arran	1	–	–	–	–	–
Clare Island, county Mayo	1	–	–	–	–	–
Clarks Wharf Sand, Morecambe Bay	1	–	–	–	–	–
Cleat Rock, Hoy Sound, Galway	1	–	–	–	–	–
Cleeness Sands, Lincolnshire	–	1	1	–	1	–
Clestrain Skerries, near Stromness	–	1	–	–	–	–
Clonchan Rocks, Whitehead, county Antrim.	–	1	–	–	–	–
Coal Rock, Anglesea	–	–	–	1	–	–
Coberon Rock, near Broadstairs	–	–	1	–	–	–
Cobles Reef, Plymouth Sound	–	–	–	–	–	1
Cockle Sand, Norfolk	3	1	1	1	–	–
Coldingham Sands, Berwickshire	–	–	–	–	–	1
Columbine Bank, Whitstable	–	–	–	1	1	–
Coll Island, Argyleshire	–	1	1	–	1	–
Conacosteen Rocks, Cork	–	–	–	1	–	–
Conchniel Reef, county Clare	–	1	–	–	–	–
Conister Rocks, Douglas	–	–	–	1	1	–
Connigbey Rock, Coast of Ireland	–	–	–	–	–	1
Conger Rocks, Bristol Channel	–	–	1	–	–	–
Coomb Rocks, Start Bay	1	–	–	–	–	–
Copeland Islands, county Down	1	–	–	–	–	–
Corton Sand, Suffolk	3	2	3	6	1	6
Cork Sand, Essex	1	1	–	–	–	1
Covesea Skerries, Morayshire	–	–	–	–	–	2
Cow and Calf Rocks, Dundrum Bay	1	–	1	–	–	–
Cowleaze Chine, Isle of Wight	–	–	–	1	–	–
Crab Island, county Clare	1	–	–	–	–	–
Crab Rocks, Isle of Wight	1	–	–	–	–	–
Craig Rock, Ballywalter, county Down.	–	–	1	–	–	1
Craig Island, near Mull, Argyleshire	–	–	–	1	–	–
Cramond Island, Frith of Forth	1	–	–	–	–	–
Croft Bank Rock, Hartlepool	1	–	–	–	–	–
Cross Sand, Yarmouth	1	–	6	4	8	12
Crow Rock, Pembrokeshire	–	–	–	1	–	–
Croyde Sands, N. Devon	–	–	–	1	–	–
Cruden Scar, near Peterhead	–	–	–	1	–	–
Culloden Rock, Dornoch Frith	–	–	–	–	–	1
Currawnbee Bank, Sligo	1	–	–	–	–	–
Custom House Rock, Limerick	–	–	–	1	–	–
Cutler Sand, Suffolk	–	–	–	2	–	2
Cymmaren Rocks, Carnarvon Bay	–	–	–	1	–	2
Dasetly Sands, Lynn Deeps	1	–	–	–	–	–
Daunts Rock Cork	–	–	–	–	–	1
Devar Island, Campbeltown	–	–	–	–	1	–
Dirleton Sands, Haddingtonshire	–	–	1	–	–	–
Docking Sand, Lincolnshire	–	–	–	–	1	–
Dog Head Sands, Skegness	–	1	–	–	–	1
Dogger Bank, Wexford	–	2	–	–	1	–
Dowsing Sand, Lincolnshire	–	1	1	–	–	–
Drake's Island, Plymouth	–	1	–	–	–	–
Drumcliffe Spit, Sligo	–	–	–	–	–	1
Duddon Bank, off Fleetwood	–	1	–	–	–	–
Dudgeon Sand, Norfolk	–	2	–	–	–	–

Table 18—*continued.*

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.
Dulas Island, Anglesey	–	1	–	–	1	2
Dunball Sands, River Parrett	–	–	–	–	1	–
Dunnet Sands, Caithness	1	1	–	–	–	–
Dursey Island, county Cork	–	–	–	1	–	–
Dutchman's Bank, Anglesea	–	–	1	–	–	–
Eagle Rock, Ardrossan	–	–	–	1	–	–
Eagleshay Island, Orkneys	1	–	–	–	–	–
East Pole Bank, Hants	–	–	–	–	1	–
East Rock, near the Eddystone	–	–	–	–	1	–
Elbow Bank, River Tay	–	–	1	–	1	–
Eoligary Sands, Hebrides	1	1	–	–	–	–
Eyeborough Rock, near Berwick	–	–	–	1	–	1
Fastnet Rock, county Cork	–	1	–	–	–	–
Fern Islands, Northumberland	1	1	1	–	1	2
Ferrier Sand, Lynn Deeps	–	–	1	–	–	–
Filey Brig, Yorkshire	2	3	–	–	2	1
Filly Tail Rock, near Kettleness, Yorkshire.	–	–	–	–	1	–
Finnis Rock, Isle of Arran, Galway	1	–	–	–	–	–
Flimston Head Rocks, Pembrokeshire.	–	–	1	–	–	–
Foreland Ledge, Isle of Wight	–	–	–	–	–	1
Foreness Rock, North Foreland	–	–	–	2	–	2
Formby Spit, Lancashire	–	–	–	–	3	–
Foveran Sands, near Newburgh, Aberdeenshire.	–	–	1	–	–	–
Freshwater Ledge, Dorset	–	–	1	–	–	–
Frodda Island, Skye	–	–	–	–	–	1
Funical Rock, near Whitby	–	–	–	–	1	–
Fury Bank, Glamorgan	–	–	–	–	–	1
Gaa Sand, River Tay	–	–	–	3	–	–
Gabbard Sand, off Harwich	–	1	–	–	–	–
Galloper Sand, at mouth of River Thames.	1	–	–	2	1	–
Garvin Island, county Donegal	–	1	–	–	–	–
Gigha Island, Argyleshire	1	1	–	1	–	–
Girdle Rocks, Kincardineshire	–	–	–	–	–	1
Girdler Sand, River Thames	–	1	2	1	3	2
Glasgorman Bank, Wexford	–	–	–	1	–	–
Glass Island, near Crinan	–	–	–	1	–	–
Glunimore Island, Argyleshire	–	1	–	–	–	–
Goat Island, Stornoway	–	–	–	1	–	–
Gold Island, Donegal	–	–	–	–	1	–
Goldstone Rock, near Holy Island, Durham.	–	1	–	–	4	–
Goodwick Sands, Pembroke	–	–	–	–	1	–
Goodwin Sands, Kent	7	9	11	6	12	5
Goose Rock, Padstow	–	–	–	–	1	–
Gore Sand, Kent	–	–	–	1	–	–
Goswick Sand, Berwickshire	1	–	–	–	–	–
Gravel Patch, Somerset	1	–	–	1	–	–
Green Island, Belfast Lough	1	–	–	–	–	–
Gunfleet Sand, at mouth of River Thames.	1	7	3	10	5	11
Gwinnie Rock, near Deadman Point, Cornwall.	–	–	–	–	–	1
Hadston Rocks, Northumberland	–	1	–	–	–	–
Haddock Bank, Cromer	–	–	–	–	–	1
Hadsonscar Rock, off Hauxley	–	–	–	–	–	1
Hammonds Knoll, Norfolk	–	–	1	–	–	–
Harry Furlongs Rocks, Anglesea	1	–	1	–	–	–
Harvey Rock, Fifeshire	–	–	1	–	–	–
Hasborough Sand, Norfolk	10	6	7	8	3	10
Hauxley Rocks, Northumberland	–	1	–	–	–	–
Hayling Island, Sussex	–	1	–	–	1	–
Heaps Sand, Essex	1	1	–	–	2	–
Heisker Island, North Uist	–	–	–	1	1	–
Helwick Sand, Glamorganshire	–	–	–	–	1	–
Helesay Sand, Hebrides	–	–	–	1	–	–
Hendon Rock, Durham	2	–	–	2	–	–
Hepburn Shoal, *see* Tynemouth Rocks	–	–	–	–	–	–
Herd Sand, Durham	4	5	4	2	–	3
Herriot Rock, off Inchkeith	–	–	–	–	–	1
Holm Sand, Suffolk	12	4	2	2	3	2
Holmes Sand, Bristol Channel	1	1	1	1	–	–
Holy Island, Durham	4	6	2	1	1	2
Holy Island, Buteshire	–	1	1	1	2	–
Home Head Sand, Stamford Channel	–	–	–	–	–	1
Hook Sand, Poole	1	1	–	–	–	1
Hooper Sand, off Pembrey	–	–	–	2	–	–
Horse Rock, Pembrokeshire	–	1	–	–	–	–
Horse Bank, Southport	2	1	–	2	–	2
Horse Sand, Spithead	–	–	–	–	–	1
Horse Island, county Cork	–	–	–	1	–	–
Horse Shoe Island, Ayrshire	–	–	1	1	–	–
Hoyle, East and West, Sands, River Mersey.	1	1	1	2	–	–
Huttoft Bank, Lincolnshire	–	–	2	–	–	–
Inch Island, Dingle Bay	–	–	1	–	1	–
Inches Rock, near Ardrossan	–	–	–	1	–	–
Inch Rock, Frazerburgh	–	–	1	–	–	–
Inchkeith, Frith of Forth	3	–	–	–	–	–
India Bank, Wicklow	–	–	–	–	1	1
Innis Point, near Blackhalls, Durham	–	3	–	–	–	–
Innisbofin Island, county Donegal	1	1	–	2	1	–
Innisbofin Island, county Galway	–	–	–	–	1	–
Innisgort Island, county Mayo	–	–	–	1	–	–
Innislyre Island, county Mayo	–	1	–	–	–	–
Innismakeera Island, county Donegal	–	1	–	–	–	–
Innismurray Island, county Sligo	–	–	–	1	–	–
Isle of May, Frith of Forth	–	–	–	1	–	–
Jordan Flats, Lancashire	–	–	–	1	–	1
Kenfig Sand, Glamorganshire	1	–	1	–	–	–
Kentish Knock, Essex	3	4	3	10	2	4
Kettleness Steel, Yorkshire	–	–	–	–	–	1
Kimmeridge Ledge, Dorset	–	–	2	–	–	–
Kings Sons Rocks, Ross-shire	–	–	1	–	–	–
King Williams Bank, Isle of Man	–	–	–	–	1	–
Kinmining Rocks, Fifeness	–	–	–	–	–	1
Kish Bank, Dublin	–	1	1	3	–	1
Knott, Lancashire	–	–	–	–	1	–
Lady Island, Troon	1	–	–	–	–	–
Law and Dove Cot Reef, near Dunbar, Haddingtonshire.	–	–	1	–	–	–
Leigh Middle Sand, Essex	–	–	–	–	1	–
Leman and Ower Sand, off Norfolk	1	2	3	2	3	4
Leven Sands, Menai Straits	1	–	–	–	–	–
Lingay Island, Barra Sound	–	–	–	–	–	1
Lings, off Kilmore, Wexford	1	–	–	–	–	–
Loather Rock, Pentland Frith	–	–	–	1	–	–
Loch na Gaul, Arisaig, Inverness	–	–	–	–	–	1
Long Sand, Essex	8	8	8	17	10	12
Long Scawr, Durham	1	–	3	–	–	1
Long Rock, Ballywalter	–	1	1	1	–	1
Long Sand, Lynn Well	–	–	–	–	1	–
Long Craig Rocks, Rattray Head	–	–	1	–	–	–
Long Craig Rocks, Ardrossan	–	–	–	–	–	1
Long Banks, Wexford	–	–	–	2	–	2
Long Pladdy, near South Rock, county Down.	–	–	–	1	–	–
Longnose Rocks, Kent	–	–	–	–	–	1
Longships Rocks, Cornwall	–	–	–	2	1	1
Lossie Sands, near Lossiemouth	–	–	–	–	–	1
Lowestoft Inner Shoal, Suffolk	–	1	1	–	–	–
Lucifer Bank, Wexford	–	–	–	1	–	–
Luinga Island, near Arisaig, Inverness	–	–	–	–	–	1
Lunan Sands, Montrose	–	1	–	–	–	–
Mablethorpe Sands, Lincolnshire	–	–	1	–	–	1
Mackintosh Rock, Frith of Forth	–	–	–	1	–	–
Mad Wharf, Formby	–	–	–	–	1	–
Maen Meet Rock, off Bardsey Island	–	–	–	–	–	1
Magee Island, Lough Larne	1	–	–	–	–	–
Maiden Rocks, county Antrim	1	–	–	–	–	–
Maiden Rocks, Pembrokeshire	–	–	–	–	–	1
Manacles Rocks, Cornwall	–	–	3	1	1	–
Maplin Sand, Essex	4	1	2	1	1	1
Margate Sands, Kent	–	–	2	–	1	1
Masons Island, Galway	–	–	1	–	–	–
Matchcombe Sands, near Start Point	–	–	1	–	–	–
Metal Man Rocks, Oyster Island, county Sligo.	–	–	–	1	–	–
Mew Island, county Down	–	2	2	–	–	–
Middle Patch Sand, Ayrshire	–	–	–	–	1	–
Middle Sand, River Humber	1	2	1	1	–	–
Middle Sand, Essex	–	2	2	–	–	–
Middleton Sands, near Hartlepool, Durham.	2	3	17	1	–	–
Milan's Children's Rocks	–	–	–	1	–	–
Milton Island	–	–	–	1	–	–
Mixon Shoal, Glamorganshire	–	–	1	–	–	–

Table 18.—*continued.*

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.
Monster Sand, Exmouth	–	–	–	–	–	1
Morgan Sands, Glamorganshire	–	1	–	–	–	–
Morrison's Rocks, County Down	–	–	1	–	–	–
Morte Stones, North Devon	–	–	–	–	2	1
Mount Batten Reef	–	–	–	1	–	–
Mouse Sand, at mouth of River Thames.	1	–	–	–	1	–
Muglin Rocks, Dublin	–	–	–	1	–	–
Murcur Sands, Aberdeen	1	–	–	–	–	–
Myrass Island, county Cork	–	–	1	–	–	–
Nash Sand, Glamorganshire	–	1	2	2	–	–
Newcome Sand, Norfolk	2	4	3	11	5	4
Newcome Patch, Gloucestershire	–	1	–	–	–	–
Newarp Sand, Norfolk	1	–	–	–	1	–
Newton Rocks, Northumberland	2	–	1	–	–	–
Newport Sands, Pembrokeshire	1	–	–	–	–	–
Newland Island, Padstow	–	–	1	–	–	–
Nore Sand, River Thames	1	–	2	–	–	4
Norse Bank, Broadhaven Bay	–	–	–	–	–	1
North Bull, Dundalk	–	–	–	–	–	1
North Rock, county Down	–	1	1	–	–	1
North Rock, Gun Island, county Clare.	1	–	–	–	–	–
North Sand, Norfolk	–	–	3	–	–	1
North Sand, near Tenby	–	1	–	–	–	–
North Cotes Sand, Lincolnshire	–	1	–	–	–	–
North Wharf Bank, Fleetwood	–	–	1	–	–	–
North Bank, River Mersey	–	–	–	–	5	–
North Bank, Cloghy Bay	–	–	–	–	1	–
North Carr Rock, Fifeshire	1	–	–	–	–	–
"O" Rock, near St. Ives	–	1	–	–	–	–
Old Scar Bank, Morecambe Bay	1	–	–	–	–	–
Old Harry Ledge, Dorset	–	–	–	–	2	–
Orange Bank, Carmarthenshire	–	–	–	1	–	–
Orcombe Ledge, Dorset	–	–	–	1	–	–
Oronsay Island, Argyleshire	–	–	1	–	–	–
Outer Carr Rocks, off Newbiggin	–	–	–	–	1	–
Owers Rock, Sussex	1	–	–	1	–	2
Palas Rock, near Inchkeith	–	–	–	–	1	–
Pandora Sand, Lynn Deeps	–	–	–	–	–	1
Paterson's Rocks, Island of Sanda	2	–	–	1	3	–
Patrick Bridge, near Saltees Islands	1	–	–	–	–	–
Pea Sands, Berwickshire	–	–	–	–	1	–
Pebble Ridge, Devon	1	–	–	–	–	–
Peffer Sands, Haddingtonshire	–	1	–	–	–	–
Pembrey Sands, Carmarthenshire	–	1	–	–	–	–
Pentland Skerries	–	–	–	–	1	–
Penolver Rocks, St. Ives	–	1	–	–	–	–
Penrhos Sands, Carnarvonshire	–	–	–	–	8	–
Pentowyn Sands, Kidwelly	1	–	–	1	–	–
Pendine Sand, Pembrokeshire	–	–	–	1	–	–
Penrhyn Rock, near Holyhead	–	1	–	–	–	–
Penlas Rock, Anglesea	–	–	1	–	–	–
Penny Steel, Yorkshire	–	1	–	–	–	–
Penan Sand, Cornwall	1	–	–	–	–	–
Perran Sands, Northumberland	–	1	–	–	–	–
Peveril Ledge, near Swanage	–	–	2	–	–	–
Pisgah Rock, Anglesea	–	1	–	–	–	–
Pladda Island, Bute	–	–	–	–	1	1
Pladdy Lug Rock, Strangford	–	–	1	–	–	–
Platters Rocks, Skerries, Anglesea	–	3	–	1	1	1
Platters Sand, off Landguard Fort, Suffolk.	1	–	–	1	–	1
Plough Rock, county Down	–	–	–	–	1	–
Plough Rock, near Holy Island, Durham.	–	–	–	–	1	–
Pole Sand, Chichester	–	3	–	–	–	–
Pole Sand, Teignmouth	1	–	–	–	–	–
Poolbeg, Dublin Bay	–	–	1	–	–	–
Porthcawl Sands, Glamorganshire	–	–	–	1	2	–
Portheras Sand, Cornwall	–	–	–	1	–	–
Port Ling, Loch Hourn, Inverness	–	–	–	1	–	–
Poulin Sand, near Loch Inchard	–	–	1	–	–	–
Praa Sand, Cornwall	–	–	–	1	–	–
Proudfoot Rock, Wick	1	–	1	1	–	1
Pulder Rock, Strangford	–	1	–	–	–	–
Pullagheeny Rocks, Sligo	–	–	–	1	–	–
Pye Sand, Essex	–	–	–	1	1	–
Quarrel Sands, North Berwick	1	–	–	–	–	–
Ramsdale Scar, near Scarborough	–	–	–	–	–	1
Rascert Burn, Dumfries	–	–	–	–	1	–
Rathlin Island, Antrim	–	–	–	–	–	1
Redcar Rocks, Yorkshire	3	5	4	2	3	3
Red Sand, near the Nore	–	–	–	–	–	1
Reef of River Sanday, Orkney	–	–	–	–	–	1
Rennies Rock, Devon	–	–	–	–	1	–
Rhoscolyn Cairn, Anglesea	–	1	–	–	–	–
Ridge Sand, Winterton	–	2	–	–	–	–
Ridge Sand, Kent	–	1	–	–	–	–
Riff Bank, near Chanonry Point, Cromarty.	–	–	–	–	–	1
Ringstead Ledge, near Weymouth, Dorset.	–	–	–	1	–	–
Ring Rocks, Derbyhaven	1	–	–	–	–	–
Roar Sand, Kent	–	1	–	1	–	–
Robin Rigg Sand Bank, Cumberland	–	–	1	–	–	–
Rock Angus, Strangford	–	–	2	–	–	–
Rock Perch, near Soldier Point, Dundalk.	–	–	–	–	–	1
Roker Rocks, near Blyth	–	–	–	–	1	–
Ross Sands, Northumberland	1	–	–	–	–	–
Rose Sand, River Humber	–	1	–	–	–	–
Rundlestone Rock, Cornwall	1	1	–	1	–	1
Rusk Bank, county Wexford	–	–	–	–	–	1
Ryde Sands, Isle of Wight	–	–	–	–	–	1
Ryhope Rocks, Durham	–	–	1	–	–	–
Salt Rocks, Strangford	–	–	–	–	–	1
Saltees Island, Wexford	–	–	–	–	–	1
Saltfleet Sands, Lincolnshire	–	–	–	3	–	–
Salthouse Bank, near Lytham	1	1	1	3	2	–
Sand Bank, Ramsey	–	–	1	–	–	–
Sand Bank, Rosslare	–	–	–	–	1	–
Sand Hale Bank, Lincolnshire	–	1	3	–	–	1
Sanda Island, Campbeltown	5	–	–	–	–	1
Sandwich Flats, Kent	–	–	–	–	–	1
Saint John's Reef, Pentland Frith	–	–	–	2	–	–
Saint Patrick's Causeway, Cardigan Bay.	–	–	1	–	–	–
Saunton Sands, North Devon	–	–	–	–	–	1
Scaltcar Rock, near Redcar	–	–	–	1	–	–
Scalaster Rock, Mull, Argyleshire	–	1	–	–	–	–
Scar Rock, Crawfords Bay	1	–	–	–	–	–
Scarlet Rock, Isle of Man	–	–	–	1	–	–
Scotston Brigs, Peterhead	–	–	1	–	–	–
Scougal Rocks, East of N. Berwick	–	–	–	–	–	1
Scrabster Burn, near Thurso	–	–	–	1	–	–
Scroby Sand, off Great Yarmouth	4	8	4	8	7	5
Seal Sand, Lynn Deeps	1	–	–	–	–	–
Seaton Sands, Durham	1	2	3	–	–	–
Selsey Bill, Sussex	–	–	–	1	–	–
Seven Stones, Land's End	–	1	–	1	1	–
Shell Wharf, near Lancaster	–	1	–	–	–	–
Sherringham Shoal, Norfolk	–	2	–	4	–	3
Shingles Rocks, Isle of Wight	–	1	–	2	3	–
Shipwash Sand, Essex	4	9	3	5	3	3
Ship Rock, county Down	–	1	1	1	–	–
Shivering Sands, near Whitstable	–	–	1	–	–	–
Sizewell Bank, Suffolk	8	4	2	5	4	1
Skerries, Anglesea	–	–	1	1	–	–
Skerries, Dublin	–	–	2	–	1	–
Skerryvore Rocks, off Argyleshire	–	–	1	–	–	–
Skerweather Shoal, Glamorganshire	3	–	3	3	–	3
Skerindrick Reef, Inverness-shire	–	–	–	1	–	–
Skomar Rock, Pembrokeshire	–	–	–	–	–	1
Skull Martin Rock, county Down	–	1	1	1	–	–
Sledges Rocks, Pembrokeshire	–	–	1	–	1	–
Smalls Rocks, Pembrokeshire	–	–	1	–	–	–
Smith's Knoll, near Hasborough Sand	–	1	–	1	–	–
Smithwick Sand, Bridlington	–	–	2	–	–	–
Souter Point, near Whitburn	–	–	2	3	–	1
South Gare, River Tees	–	–	1	–	–	–
South Bank, River Tay	1	–	–	1	–	–
South Busses Rock, Fraserburgh	1	–	–	–	–	–
Sovereign Islands, Cork	–	–	–	–	1	–
Sow and Pigs Rocks, Blyth	–	1	1	–	–	1
Stag Rock, Cornwall	–	1	–	–	–	1
Stag Rock, near Castletown	–	–	1	–	1	–
Stiff Key Sand, Norfolk	–	–	–	–	–	1
St. Kilda Island, Hebrides	–	–	–	–	–	1
Stone Binks, Spurn Point	4	–	1	3	3	–
Stone Bank, Lynn	–	–	–	–	1	–
String Rock, Kyleakin	–	–	–	–	1	–
Stroma Skerries, Caithness	2	–	2	1	–	–
Sully Island, Glamorganshire	1	1	1	1	–	–
Sunk Sand, Essex	–	2	2	1	1	1
Sunk Sand, River Humber	–	–	1	–	–	–
Swallow Bank, near New Romney	–	–	1	–	–	–

Table 18.—*continued.*

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.
Swilley Rocks, Anglesea	–	–	–	–	–	1
Swilly Rock, county Donegal	–	–	–	1	–	–
Swona Island, Orkney	–	–	–	1	–	–
Tarinsa Island, Sound of Harris	–	–	–	–	–	1
Taylors Bank, River Mersey	–	1	–	–	4	3
Tetney Sand, Lincolnshire	–	–	1	1	–	–
Thief Sand, off Burnham, Norfolk	–	–	–	1	–	–
Toft Sand, Boston Deeps	–	–	–	–	1	–
Tongue Sand, Kent	1	–	1	–	1	–
Torron Rocks, Mull, Argyleshire	–	–	1	–	–	–
Tory Island, Donegal	–	1	–	1	–	–
Tours Reef, Durham	–	–	–	1	–	–
Towen Sands, Carmarthen	–	–	–	1	–	–
Trinity Sand, River Humber	–	–	–	1	6	–
Trow Rock, Durham	1	2	1	–	–	–
Trunkhill Bank, near Southport, Lancashire.	–	–	–	–	–	1
Tully Bank, Lancashire	–	–	–	–	1	–
Tuns Bank, Londonderry	–	–	–	–	1	–
Tuskar Rock, Wexford	–	–	–	–	–	1
Tyna Sands, Haddingtonshire	–	1	–	–	–	–
Tynemouth Rocks, including the Black Middens and the Battery Rocks, and Hepburn Shoal, Northumberland.	5	1	1	2	–	5
Udder Rock, near Looe, Cornwall	–	–	1	–	–	–
Upgang Rocks, Whitby Roads	–	–	–	–	–	2
Valentia Island, off Port Magee	–	–	–	–	–	1
Varne Sand, Kent	1	–	–	–	–	–
Vogue Sand, Cornwall	1	–	–	–	–	–
Wainfleet Sand, Lincolnshire	–	1	–	–	–	–
Wallace Rocks, near Roddens, county Down.	–	–	1	–	–	–
Walney Island, Lancashire	3	1	–	1	3	–
Warden Ledge, Isle of Wight	1	–	–	–	–	–
Warham Sand, Blakeney	–	–	1	–	–	–
Wedge Sand	–	1	–	–	–	–
Welch Sands, Bristol Channel	–	–	–	1	–	–
Wells Sands, Norfolk	–	–	–	–	3	3
West Rocks, Harwich	1	2	1	1	–	–
West Middle Bank, near Formby	–	–	1	–	–	–
Westness Rocks, near Inverkeithing	–	–	–	–	–	1
Whale Chine, Isle of Wight	–	–	–	1	–	–
Whalsey Skerries, Shetland Island	–	–	–	–	–	1
Whistle Rock, Portinllaen	–	–	–	–	–	1
White Rocks, near Portrush, county Antrim.	–	–	–	–	–	1
Whittaker Sand, Essex	2	1	1	2	–	1
Whitburn Steel, Durham	1	3	1	–	1	2
Whiting Sand, Essex	1	3	1	2	–	1
Whiting Sand, Norfolk	–	3	1	1	–	–
White Sand, Cardigan	1	–	–	–	–	–
Whitehouse Bank, county Antrim	–	–	1	–	–	–
Whitford Sands, Flintshire	–	–	–	–	1	–
Whitsand Bay Rocks, Cornwall	–	3	–	–	–	–
Whitby Sands and Rocks, Yorkshire	–	1	5	2	–	–
Whitley Sand, Northumberland	–	–	1	–	–	–
Willow Bank, Mounts Bay, Cornwall	–	–	–	–	1	–
Wolf Rocks, Cornwall	–	–	1	–	–	–
Wolves Rocks, Bristol Channel	1	1	–	1	–	2
Woolpack Island, Lynn Deeps	1	–	–	–	–	1
Woolcombe Sands, North Devon	1	–	–	–	–	–
Woolsons Bank, Hants	–	–	–	1	–	–
Yaw Rock, Cornwall	1	–	–	–	–	–
Zimbra Flats, River Mersey	–	–	–	1	–	–
Total	243	272	267	298	239	260

PART II.

Table 19. Wrecks and Casualties for one Year occasioning LOSS OF LIFE, Chronologically arranged, from the 1st day of January to the 31st day of December 1864, inclusive, distinguishing the Description of each Vessel, Cargo, the Age of each Vessel, the Number of Lives Lost in each case, the Date and Place of each Casualty, and the Force and Direction of the Wind at the time each Casualty happened.

Date of Casualty.	Name of Ship and Age when known.	Rig.	Tons.	Men	Cargo.	Nature of Casualty, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Direction and Force of Wind.		Place.
								Direction	Force	
1864 :										
4 Jan. -	Elise, 16 years -	Brig	460	10	Timber -	Stranded; total -	5	E.S.E.	6	Long Sand.
8 „ -	Name unknown, unknown.	Schooner	Unk.	Unk. sup. 5	Unknown -	Collision; total -	5	—	—	About 5 miles off Fowey.
10 „ -	Estelle Marie, unknown.	Brig	150	6	Ballast -	Foundered; total -	3	Unkn.	Unk	Off the Mull of Galloway.
13 „ -	George William, 4 years.	Coble	3	3	Ballast -	Collision; total -	1	—	—	7 miles E.S.E. of Sunderland.
16 „ -	Fortitude, 56 years	Schooner	71	4	Coal -	Foundered, (supposed;) total.	4	Unkn.	Unk.	In the Irish Sea, between Workington and Belfast.
17 „ -	Diligence, 44 years	Schooner	63	4	Coal - -	Stranded; total -	2	S. by E.	10	South Bank, River Ythan, Aberdeenshire.
17 „ -	Eunice, 11 years -	Brig	85	5	Coal - -	Stranded; total -	3	S.E.	9	Butter Lump Rock, Co. Down.
28 „ -	Adriatic, 6 years -	S. S.	1737	156	Ballast -	Engines disabled by explosion; partial.	1	S.	2	Off N.W. Light ship River Mersey.
28 „ -	Ann and Henry, 6 years.	Sloop	27	2	Iron - -	Foundered; total -	1	N.W.	5	One mile N.W. of South Shields.
29 „ -	Hannah, 53 years -	Sloop	51	3	Iron - -	Collision; total -	2	—	—	12 miles S.W. of Point of Corsewall.
30 „ -	Catherine Robertson, unknown.	Unk.	Unk.	2	Unknown -	Collision; total -	1	—	—	About 10 Miles from Greenock.
30 „ -	Henry, unknown -	Fishing Boat.	2½	2	Fish - -	Collision; partial -	1	—	—	Thames Haven.
Jan. -	Chance, unknown -	Unkn.	118	5	Unknown -	Foundered; total -	5	Unkn.	Unk.	Between Liverpool and Limerick.
„ -	Gleaner, 50 years -	Schooner	80	5	Coal - -	Foundered,) supposed;) total.	5	Unkn.	Unk.	On the East Coast between Hartlepool and Ramsgate.
„ -	Rover, unknown -	Schooner	80	5	Coal - -	Foundered; total -	5	Unkn.	Unk.	Between Lough Swilly and Westport.
1 Feb. -	Ville de St. Martin unknown.	Brig	126	Unk. sup. 6	Unknown -	Stranded; total -	6	W.	9	S.W. side of Monach Island, Hebrides.
6 „ -	Teaser, unknown -	Smack	35	4	Ballast and 1 passenger.	Collision; total -	1 of crew & 1 Pas.	—	—	About ¼ mile inside of Formby Light.
10 „ -	Brothers, unknown	Lugger	15	7	Herrings and nets.	Capsized; total -	7	S.E.	9	Off the entrance of Pulteney Harbour, Caithness.
11 „ -	George Dean, 5 years.	Brig	182	9	General -	Collision; total -	1	—	—	30 miles W.N.W. of the Skerries, Anglesea.
11 „ -	Thistle, 49 years.	Schooner	45	3	Coal - -	Stranded; total -	2	S.E. by S.	3	East Side of Pladda Island, Isle of Arran.
12 „ -	Thetis, unknown -	Cutter	19	1 Unk. sup.	Ballast -	Stranded; total -	1	S.W.	5	Off 37 Tower, about 6 Miles S.W. of Rye.
13 „ -	Gipsey, unknown -	Schooner	68	4	Meal -	Stranded; total -	4	W.	8	Horse Bank, 7 miles W. by S. of Lytham.
13 „ -	Johns and Margaret, unknown.	Schooner	26	2	Unknown -	Foundered; total -	2	W.	10	Eyemouth Bay.
13 „ -	Thomas Barker, 27 years.	Brig	274	10	Coal -	Collision; total -	8	—	—	4 miles off Filey.
13 „ -	Union, 17 years -	Schooner	85	6	Coal - -	Foundered, (supposed;) total.	6	W.	12	Between Sunderland and Inverness.
13 „ -	Wave, 4 years -	Schooner	79	5	Coal -	Foundered, (supposed;) total.	5	W.	10	Supposed off Aberdeen.
15 „ -	Name and age unknown.	Schooner	Unk.	Unk. sup. 5	Unknown -	Foundered; total -	5	W.S.W.	10	About 25 miles E.N,E. of the Fern Islands.
29 „ -	William and Richard, 25 yrs.	Brig	167	7	Ballast -	Stranded; total -	4	E.	5	Hasborough Sand.
Feb. -	James Watt, 29 years.	Schooner	92	4	Coal - -	Foundered; total -	4	Unkn.	Unk.	Between Lamlash and Belfast, exact spot unknown.
3 Mar. -	Hope, unknown -	Brig	96	5	Coal -	Collision; total -	3	—	—	Off Corsewall Point.
4 „ -	Desert Flower, 1 year.	Ship	1216	27	Coal -	Stranded; total -	2	S.E.	4	Long Bank, Co. Wexford.
11 „ -	Britannia, 32 years	Schooner	61	4	Clay - -	Collision; total -	2	—	—	Redwharf Bay.

Table 19.—*continued.*

Date of Casualty.	Name of Ship and Age when known.	Rig.	Tons.	Men	Cargo.	Nature of Casualty, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Direction and Force of Wind.		Place.
								Direction	Force	
1864:										
9 Mar.	Coral, 36 years	Schooner	53	4	Iron	Foundered; total	4	Unkn.	Unk.	Shipwash Swin.
26 „	Vixen, 15 years	Schooner	93	6	Indian corn & Master's wife	Foundered; total	7	N.	8	Two Miles N.W. of the Calf of Man.
26 „	Name and age unknown.	Smack	Unk.	3	Unknown	Foundered; total	3	Unkn.	8	Off the Maiden Rocks.
3 April	Florence Nightingale, unknown.	S. S.	373	17	Coal	Collision; total	2	—	—	Between the Gunfleet and Sunk Sands.
14 „	Enterprise, 25 years	Barque	199	12 and Pilot	General	Collision; total	3	—	—	1 mile N. by E. of the Mouse Light.
16 „	Emily and Eliza, 5 years.	Lugger	Unk.	3	Ballast	Collision; total	3	—	—	Off Folkestone.
30 June	Happy Return, 64 years.	Schooner	62	4	Iron Ore and 1 passenger.	Stranded; total	8*	N.W.	7	Burbo Bank.
5 July	Surprise, 2 years	Smack	19	6	Ballast	Collision; total	2	—	—	2 miles W. of Dover and 2 miles off land.
23 „	Golden Pledge, unknown.	S. S.	73	22 and Pilot	Ballast	Collision; total	3	—	—	Between Crosby and Rock Lights.
30 „	Lauriston, unknown.	Brigant[e]	131	5	Coal	Stranded; total	1	S.W.	5	Arklow Bank, Co. Wicklow.
31 „	Providence, 26 years.	Schooner	37	1	Coal	Foundered, (supposed;) total.	1	S.W.	10	Supposed between Staithes and Whitby.
2 Aug.	Lazenie, unknown	Barque	354	12	Unknown	Collision; total	6	—	—	About 40 miles off the Coast of Norfolk.
2 „	Name and age unknown.	Fishing Boat.	Unk.	Unk. sup. 6	Ballast	Collision; total	6	—	—	5 miles E. of N. Foreland.
4 „	Jeune Pierre, unknown.	Chasse Marée.	80	6	Unknown	Collision; total	1	—	—	One mile E. of the Newarp.
7 „	Providence, unknown.	Smack	40	3	General and 4 passengers.	Collision; total	6	—	—	Rame Spit, Glamorgan.
22 „	Blue Bell, 3 years	Schooner	155	8	Coal	Collision; total	8	—	—	Middle Cross Sand off Lowestoft.
23 „	Amity, 11 years	S. S.	479	14	Ballast	Collision; total	1	—	—	Off the Maplin Sand.
30 „	Name and age unknown.	Fishing Boat.	Unk.	3	Ballast	Collision; total	1	—	—	Fort Matilda, 2 miles from Greenock.
5 Sept.	Devereux, 30 years	Barque	425	14 and Pilot	Timber and 1 passenger.	Stranded; total	1	W. by N.	9	White Rocks, near Portrush, Co. Antrim.
14 „	Blue Jacket, 5 years.	Ketch	56	4	Machinery	Dismasted; partial	1	S.W. by W.	7	Lat. 54° 24′ N. Long. 2° 23′ E.
1 Oct.	Fernando Primeiro 9 years.	Barque	252	12	General	Collision total	1	—	—	Off the Tuscar 32 miles.
1 „	Superior, 26 years.	Schooner	64	4	Meal	Collision; total	1	—	—	Off Lundy Island.
11 „	Gem, 4 years	Lugger	19	6	Ballast	Collision; total	4	—	—	About 6 miles E.N.E. of Eyemouth.
19 „	Glide, 5 years	Lugger	13	9	Ballast	Foundered; total	9	N.E.	11	Supposed between Scarnose and Spey.
19 „	Shamrock, 4 years	Lugger	12	9	Ballast	Stranded; total	9	N.E.	9	Off Whitehills, Banff.
20 „	Jak Fly, unknown	Lugger	12	9	Ballast	Foundered; total	9	E.N.E.	10	Off Burghead.
21 „	Cruiser, 16 years	Smack	28	3	Coal	Stranded; total	3	E.S.E.	10	1½ miles E.N.E. of Groomsport, co. Down.
22 „	Conquest, 24 years	Brig	169	6	General	Stranded, (supposed;) total.	6	E.S.E.	10	Supposed Eyemouth or St. Abb's Head.
22 „	Lotus, 10 years	Brig	165	8	Timber	Derelict; total	8	Unkn.	Unk.	Unknown, drifted ashore at Ballyworasky, west coast of co. Donegal.
22 „	Victoria, 13 years	Schooner	71	5	Ballast	Stranded; partial	1	E.	10	Outside of the West Breakwater, Granton.
23 „	Ayrshire Lass, 29 years.	Brig	151	6	Timber and deals.	Dismasted; partial	3	E.N.E.	9	Lat. 54° 30′ N., long. 11° 20′ W.
23 „	Napoleon Franz, unknown.	Brig	170	7	Coal	Stranded; total	7	E.	10	Boarhills, 5 miles S.E. of St. Andrews.
23 „	Sophir, 16 years	Schooner	82	5	Rye	Abandoned; total	1	E.N.E. to N.E.	12	5 miles E. of North Berwick.
23 „	Triton, 13 years	Schooner	90	5	Wheat	Stranded; total	4	E.N.E.	12	Thornton Loch, 6 miles E. of Dunbar.
Oct.	Lancashire Lass, 17 years.	Schooner	97	6	Indian corn, salt, &c.	Foundered, (supposed;) total.	6	Unkn.	Unk.	Irish Sea.
1 Nov.	Isabella, 20 years	Schooner	32	3	Pig iron	Collision; total	3	—	—	Off Greenock.
4 „	Clifford and William, 1 year.	Lugger	19	9	Fish	Collision; total	2	—	—	Off Lowestoft.
6 „	Mary Ann Maria, 23 years.	Billyboy	38	3	Fire bricks	Stranded; partial	2	Unkn.	Unk.	Sandbank off Southend.
12 „	Muta, 5 years.	Schooner	76	5	Salt	Unknown; total	5	Unkn.	Unk.	Supposed between the Calf of Man and Belfast.
16 „	Sappho, unknown	Fishing boat.	13	6	Fish	Foundered; total	6	Unkn.	Unk.	Between Cooley Point and Giles Quay, about 15 miles from Dundalk.

* Viz. 2 of the crew of "Happy Return," 1 passenger, and 5 of the crew of the "British Queen," who were lost in endeavouring to render assistance, by the capsizing of a boat.

Table 19.—*continued.*

Date of Casualty.	Name of Ship and Age when known.	Rig.	Tons.	Men	Cargo.	Nature of Casualty, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Direction and Force of Wind.		Place.
								Direction	Force	
1864:										
17 Nov.	Active, 74 years	Smack	40	3	Coal	Foundered; total	1	S.	11	15 miles off Douglas, Isle of Man.
17 „	Belinda, 8 years	Brigant^{e}	180	7	Granite, and 1 passenger.	Stranded; total	2	S. by W.	9	Off Dungeness.
17 „	David and Martha, 14 years.	Schooner	86	5	Coal	Stranded; total	5	W.	10	South Tail, south side of Bideford Bar.
17 „	Dolphin, unknown	Smack	Unk.,	3	Ballast	Foundered; total	3	S. by E.	10	Garliestown Bay, W.N.W. 3 miles.
17 „	Ellen, 19 years	Cutter	24	6	Ballast	Foundered; total	5*	S.W. to W.N.W.	10	Supposed to be about 10 miles W. of Lundy.
17 „	Maria and Martha, 57 years.	Schooner	58	4	Oats	Foundered; total	4	Unkn.	Unk.	At sea between Kinsale and Hayle.
17 „	Parrsboro', 25 years	Brig	144	6	Coal	Foundered; total	6	S.	7	1 mile south of the Island of Devar, Campbeltown.
18 „	Catherine, 50 years	Flat	41	3	Coal	Foundered; total	3	W.N.W.	10	Off North Laxey, Isle of Man.
18 „	Chimera, 5 years	Brig	204	11	Palm oil, and 3 passengers.	Stranded; total	10 crew 3 pass.	W.N.W.	9	Horsebank, off Southport.
18 „	Clara, new	Brig	187	8	Iron ore	Damage to hull, &c.; partial.	1	S.S.W.	11	15 miles W.S.W. of the Start.
18 „	Lady Elliott, 22 years.	Schooner	71	5	Culm	Foundered; total	5	W.N.W.	10	Off Padstow Harbour.
20 „	J. S. T., 7 years	Schooner	127	6	Coal	Foundered (supposed); total.	6	N.W.	10	Between Llanelly and Devoran, supposed off St. Ives.
23 „	Alpha, 5 years	Smack	34	6	Ballast	Unknown; total	6	Unkn.	Unk.	On trawling fishing ground in the North Sea.
24 „	Dalhousie, 3 years	S.S.	142	13	General, and 20 passengers.	Foundered (supposed); total.	33	E.	9	At mouth of the River Tay.
24 „	Earl of Macclesfield, unknown.	Barge	31	3	Manure, 6 passengers.	Foundered; partial	1 crew 6 pass.	S.S.E.	8	1 mile south of Warden Point.
24 „	Friendship, unknown.	Schooner	75	5	Coal	Stranded; total	9†	E.S.E.	10	Black Middens, mouth of the Tyne.
24 „	Junietta, 11 years	Brig	248	8	Coal	Stranded; total	6	S.E. by E.	9	Gunfleet Sand.
24 „	Lady Anne, 46 years.	Schooner	70	3	Coal	Stranded; partial	1	E.S.E.	10	Gorleston.
24 „	Prudence, 16 years	Smack	26	5	Fish	Damage to hull; partial.	1	S.E.	9	Pakefield Gatway.
24 „	Stanley, 6 years	S.S.	376	30	General, and 30 passengers.	Stranded; total	24	E. by N.	10	Battery Rocks, River Tyne.
24 „	Star, 2 years	Brigant^{e}	133	7	Linseed.	Loss of bulwarks, &c.; partial.	1	S.E.	10	Off Kinnaird's Head.
24 „	William Hutt, unknown.	S.S.	425	16	Coal	Foundered; total	15	E.S.E.	10	Off Lowestoft.
25 „	Argo, unknown	Brigant^{e}	135	5	Coal	Stranded; total	1	S.	10	Corton Sand.
25 „	Elida, 11 years	Schooner	59	Unk. sup. 5	Unknown, supposed ballast.	Stranded; total	5	S.E.	11	Reef at the entrance of Aithvoe, parish of Landwick, Shetland.
26 „	Sarah, 16 years	Schooner	85	5 and Pilot	Coal	Stranded; total	5 incl^{g} Pilot	Unkn.	1	5 miles below Tain.
27 „	Sidonia, 17 years	Barque	380	14	Coal	Foundered; total	1	S.E.	10	6 miles off Banff.
30 „	Floating Light, 7 years.	Ship	1,194	28	Cotton	Foundered; total	28	Unkn.	Unk.	Supposed in the Bristol Channel.
30 „	Havelock, 6 years	Schooner	91	5	Ballast	Stranded; total	5	S.S.W.	12	7 miles S.S.W. of Kirkcudbright.
Nov.	Empress, 9 years	Barque	394	18	Palm oil	Stranded; total	18	Unkn.	Unk.	Near Kilmore Bay, co. Wexford.
Nov.	William, 24 years	Barque	284	9	Coal	Foundered (supposed); total.	9	Unkn.	Unk.	Supposed near Lowestoft.
7 Dec.	Margaret, unknown	Brig	134	5	General	Collision; total	2	—	—	6 miles S.E. ½ E. of Southwold Light.
13 „	Dependent, 7 months	Sloop	16	2	Ballast	Collision; total	1	—	—	Off Maplin Light House.
16 „	Catherine, 14 years	Schooner	89	6	Slates	Collision; total	5	—	—	9 miles S. by E. of the Lizard.
19 „	Vivid, 4 years	Smack	34	6	Supposed fish	Stranded; total	6	S.E.	4	Cross Sand.
22 „	William, 37 years	Schooner	92	5	Ballast	Disabled; partial	3	E.N.E.	9	Off Southwold.
29 „	Guy Fawkes, 15 years.	S.S.	34	5	Soda	Collision; total	4	—	—	Kempoch Point, about 3 miles below Greenock.

* One of the crew had previously left her for the purpose of piloting a vessel.
† 4 of Tynemouth lifeboat crew.

SUMMARY of TABLE 19.

	Total Losses.						Partial Damage.						Vessels with Cargo.						Vessels in Ballast.					
	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.
Collisions -	12	18	17	17	14	30	6	4	3	6	4	1	17	21	16	20	16	17	1	1	3	2	1	10
Strandings -	83	47	84	56	35	29	10	11	10	4	6	3	80	47	83	53	33	25	10	10	11	6	6	6
Founderings -	40	30	57	36	60	32	1	1	–	–	–	1	33	22	49	30	39	24	3	6	5	6	17	5
Other Causes -	4	10	6	6	11	5	17	14	23	21	21	7	21	19	25	21	22	9	–	5	4	5	9	3
Totals -	139	105	164	115	120	96	34	30	36	31	31	12	151	109	173	124	110	75	14	22	23	19	33	24

	Whether with Cargo or in Ballast, Unknown.						Total Ships.						Total Hands on Board.						Total Lives Lost.					
	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.	1859.	1860.	1861.	1862.	1863.	1864.
Collisions -	–	–	1	1	1	4	18	22	20	23	18	31	216	136	156	172	140	220	59	72	89	54	41	91
Strandings -	3	1	–	1	2	1	93	58	94	60	41	32	1,691	463	739	578	278	243	1,337	241	420	338	140	171
Founderings -	5	3	3	–	4	4	41	31	57	36	60	33	252	156	319	258	401	212	216	140	292	231	382	216
Other Causes -	–	–	–	1	1	–	21	24	29	27	32	12	664	165	272	307	272	222	35	84	83	67	57	38
Totals -	8	4	4	3	8	9	173	135	200	146	151	108	2,823	920	1,486	1,315	1,091	897	1,647	537	884	690	620	516

Table 20. Wrecks and Casualties (exclusive of Collisions) occasioning LOSS OF LIFE (geographically arranged) from the 1st day of January to the 31st day of December 1864, inclusive; distinguishing the Description of each Vessel, Cargo, the Age of each Vessel, the Number of Lives Lost in each Case, the Date and Place of each Casualty, and the Force and Direction of the Wind at the Time each Casualty happened.

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Port sailed from. Date of sailing.	Port bound to.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind.		Place.
										Direction.	Force.	
					Farn Islands to Flamborough Head.							
28 Jan.	Ann & Henry, 6 years.	Sloop	27	2	Middlesbro', 28 Jan. 1864.	Blyth -	Iron -	Foundered; total -	1	N.W.	5	One mile N.W. of Sou Shields.
31 July	Providence, 26 years.	Schooner	37	1	Middlesbro', unknown.	Staithes -	Coal -	Foundered, (supposed;) total.	1	S.W.	10	Supposed betwee Staithes and Whitby
24 Nov.	Friendship, unknown.	Schooner	75	5	Shields, 23 Nov. 1864.	Colchester	Coal -	Stranded; total -	*9	E.S.E.	10	Black Middens mou of the Tyne.
24 Nov.	Stanley, 6 years.	S.S.	376	30	Aberdeen, 23 Nov. 1864.	London -	General & 30 passengers.	Stranded; total -	24	E. by N.	10	Battery Rocks, Riv Tyne.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL -	4	515	38	4	—	—	4	—	35

* 4 of Tynemouth lifeboat crew.

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life (geographically arranged), from the 1st January to the 31st December 1864, inclusive—*continued.*

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Port sailed from. Date of sailing.	Port bound to.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives lost.	Wind. Direction.	Wind. Force.	Place.
								Flamborough Head to the North Foreland.				
4 Jan.	Elise, 16 years.	Brig	460	10	Stettin, 9 Nov. 1863.	London -	Timber -	Stranded; total -	5	E.S.E.	6	Long Sand.
— Jan.	Gleaner, 50 years.	Schooner	80	5	Hartlepool, unknown.	Ramsgate	Coal -	Foundered, (supposed;) total.	5	Unknown		On the east coast between Hartlepool and Ramsgate.
29 Feb.	William & Richard, 25 years.	Brig	167	7	Dieppe, 16 Feb. 1864.	Shields -	Ballast -	Stranded; total -	4	E.	5	Hasborough Sand.
9 Mar.	Coral, 36 years.	Schooner	53	4	Cardiff, unknown.	Ipswich -	Iron -	Foundered; total -	4	Unknown		Shipwash Swin.
6 Nov.	Mary Ann Maria, 23 years.	Billy-boy	38	3	Newcastle, 4 Nov. 1864.	London -	Fire bricks	Stranded; partial -	2	Unknown		Sandbank off Southend.
24 Nov.	Lady Anne, 46 years.	Schooner	70	3	Newcastle, 4 Nov. 1864.	Gillingham	Coal -	Stranded; partial -	1	E.S.E.	10	Gorleston.
24 Nov.	Earl of Macclesfield.	Barge	31	3	London, unknown.	Warden near Leysdown.	Manure, 6 passengers.	Foundered; partial	7 (1 crew 6 pas^{rs})	S.S.E.	8	1 mile S. of Warden Point.
24 Nov.	William Hutt, unknown.	S.S.	425	16	Sunderland, 2 Nov. 1864.	London -	Coal -	Foundered; total -	15	E.S.E.	10	Off Lowestoft.
24 Nov.	Junietta, 11 years.	Brig	248	8	Hartlepool, 15 Nov. 1864.	London -	Coal -	Stranded; total -	6	S.E. by E.	9	Gunfleet Sand.
24 Nov.	Prudence, 16 years.	Smack	26	5	Fishing ground, 30 Nov. 1864.	Lowestoft	Fish -	Damage to hull; partial.	1	S.E.	9	Pakefield Gatway.
25 Nov.	Argo, unknown.	Brig^{e}	135	5	Seaham, 16 Nov. 1864.	London -	Coal -	Stranded; total -	1	S.	10	Corton Sand.
— Nov.	William, 24 years.	Barque	284	9	W. Hartlepool, 11 Nov. 1864.	London -	Coal -	Foundered (supposed); total.	9	Unknown		Supposed near Lowestoft.
19 Dec.	Vivid, 4 years.	Smack	34	6	Yarmouth, 8 Nov. 1864.	Fishing voyage.	Supposed Fish.	Stranded; total -	6	S.E.	4	Cross Sand.
22 Dec.	William, 37 years.	Schooner	92	5	London, 13 Dec. 1864.	Hartlepool	Ballast -	Disabled; partial -	3	E.N.E.	9	Off Southwold.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total -	14	2,143	89	12	2	–	9	5	69

								North Foreland to St. Catherine's Point.				
12 Feb.	Thetis -	Cutter	19	1	Dieppe, 6 Feb.	Newhaven	Ballast -	Stranded; total -	1	S.W.	5	Off 37 Tower, about 6 miles S.W. of Rye.
17 Nov.	Belinda, 8 years.	Brig^{e}	180	7	Guernsey, 16 Nov. 1864.	London -	Granite & 1 Passenger.	Stranded; total -	2	S. by W.	9	Off Dungeness.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total -	2	199	8	1	1	–	2	–	3

St. Catherine's Point to Start Point.

Nil.

Start Point to the Land's End.

18 Nov.	Clara, new -	Brig	187	8	Cherbourg, 13 Nov. 1864.	Newport -	Iron Ore	Damage to hull, &c.; partial.	1	S.S.W.	11	15 miles W.S.W. of the Start.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total -	1	187	8	1	–	–	–	1	1

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life (geographically arranged), from the 1st January to the 31st December 1864, inclusive—*continued.*

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Port sailed from. Date of Sailing.	Port bound to.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives lost.	Wind. Direction.	Wind. Force.	Place.
					Land's End to Hartland Point, including Scilly.							
18 Nov.	Lady Elliott, 22 years.	Schooner	71	5	Swansea, 15 Nov. 1864.	Plymouth	Culm -	Foundered; total -	5	W.N.W.	10	Off Padstow Harbour.
20 Nov.	J. S. T., 7 years.	Schooner	127	6	Llanelly, 18 Nov. 1864.	Devoran -	Coal -	Foundered (supposed); total.	6	N.W.	10	Between Llanelly and Devoran; supposed off St. Ives.
					Cargo. / Ballast. / Unknown.			Total. / Partial.				
	Total -	2	198	11	2 / – / –			2 / –	11			
					Hartland Point to St. David's Head.							
17 Nov.	Ellen, 19 years.	Cutter	24	6	Bristol, 15 Nov. 1864.	On a cruize	Ballast -	Foundered; total -	5*	S.W. to W.N.W.	10	Supposed to be about 10 miles W. of Lundy.
17 Nov.	David and Martha, 14 years.	Schooner	86	5	Neath, 16 Nov. 1864.	Calstock	Coal -	Stranded; total -	5	W.	10	South Tail, South Side of Bideford Bar.
30 Nov. (about.)	Floating Light, 7 years.	Ship	1,194	28	Bombay, 23 Aug. 1864.	Liverpool	Cotton -	Foundered; total -	28	Unknown		Supposed in the Bristol Channel.
					Cargo. / Ballast. / Unknown.			Total. / Partial.				
	Total -	3	1,304	39	2 / 1 / –			3 / —	38			
					St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesea.							
4 Mar.	Desert Flower, 1 year.	Ship	1,216	27	Liverpool, 2 Mar. 1864.	Calcutta -	Coal -	Stranded; total -	2	S.E.	4	Long Bank, County Wexford.
30 July	Lauriston, unknown.	Brig[a]	131	5	Cardiff, 27 July 1864.	Dublin -	Coal -	Stranded; total -	1	S.W.	5	Arklow Bank, County Wicklow.
					Cargo. / Ballast. / Unknown.			Total. / Partial.				
	Total -	2	1,347	32	2 / – / –			2	3			
					Skerries and Lambay to Fair Head and Mull of Cantire.							
10 Jan.	Estelle Marie, unknown.	Brig	150	6	Dublin, unknown.	Glasgow	Ballast -	Foundered; total -	3	Unknown		Off the Mull of Galloway.
16 Jan.	Fortitude, 56 years.	Schooner	71	4	Workington, 16 Jan. 1864.	Belfast -	Coal -	Foundered (supposed); total.	4	Unknown		In the Irish Sea between Workington and Belfast.
17 Jan.	Eunice, 11 years.	Brig	85	5	Maryport, 16 Jan. 1864.	Belfast -	Coal -	Stranded; total -	3	S.E.	9	Butter Lump Rock, Co. Down.
28 Jan.	Adriatic, 6 years.	S. S.	1,737	156	Galway, 26 Jan. 1864.	Liverpool	Ballast -	Engines disabled by Explosion.	1	S.	2	Off N.W. Light Ship, River Mersey.
11 Feb.	Thistle, 49 years.	Schooner	45	3	Port Dundas, 9 Feb. 1864.	Oban -	Coal -	Stranded; total -	2	S.E. by S.	3	East side of Pladda Island, Isle of Arran.
13 Feb.	Gipsey, unknown.	Schooner	68	4 supposed.	Drogheda, unknown.	Preston -	Meal -	Stranded; total -	4 supposed.	W.	8	Horse Bank, 7 miles W. by S. of Lytham.
— Feb.	James Watt, 29 years.	Schooner	92	4	Ayr, 1 Feb. 1864.	Belfast -	Coal -	Foundered; total -	4	Unknown		Between Lamlash and Belfast, exact spot unknown.
26 Mar.	Name and age unknown.	Smack	Unk.	3	Unknown,	Unknown	Unknown	Foundered; total -	3	Unknown		Off the Maiden Rocks.
26 Mar.	Vixen, 15 years.	Schooner	93	6	Bordeaux, 26 March 1864.	Belfast -	Indian Corn. Master's Wife.	Foundered; total -	7	N.	8	Two miles N.W. of the Calf of Man.

* One of the crew had previously left her for the purpose of piloting a vessel.

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life (geographically arranged), from the 1st January to the 31st December 1864, inclusive—*continued.*

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Port sailed from. Date of sailing.	Port bound to.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives Lost.	Wind. Direction.	Wind. Force.	Place.
								***Skerries and Lambay to Fair Head and Mull of Cantire*—continued.**				
30 June	Happy Return, 64 years.	Schooner	62	4	Kingstown, 28 June 1864.	Liverpool	Iron Ore; 1 Passenger.	Stranded; total -	8*	N.W.	7	Burbo Bank.
21 Oct.	Cruiser, 16 years.	Smack	28	3	Troon, unknown.	Castletown	Coal -	Stranded; total -	3	E.S.E.	10	1½ miles E. N. E. of Groomsport, County Down.
Oct.	Lancashire, Lass, 17 years.	Schooner	97	6	Liverpool, 19 Oct. 1864.	Brucklass	Indian Corn, Salt, &c.	Foundered (supposed); total.	6	Unknown		Irish Sea.
12 Nov.	Muta, 5 years.	Schooner	76	5	Liverpool, 11 Nov. 1864.	Glasgow	Salt -	Unknown; total -	5	Unknown		Supposed between the Calf of Man and Belfast.
16 Nov.	Sappho, unknown.	Fishing Boat.	13	6	Fishing Station, unknown.	Carlingford	Fish -	Foundered; total -	6	Unknown		Between Cooley Point and Giles Quay, about 15 miles from Dundalk.
17 Nov.	Parrsboro', 25 years.	Brig	144	6	Troon, unknown.	Belfast -	Coal -	Foundered; total -	6	S.	7	1 mile S. of the Island of Devar, Campbeltown.
17 Nov.	Active, 74 years.	Smack	40	3	Woodend, 17 Nov. 1864.	Peel -	Coal -	Foundered; total -	1	S.	11	15 miles off Douglas, Isle of Man.
17 Nov.	Dolphin, unknown.	Smack	Unk.	3	Whitehaven, unknown.	Fishing -	Ballast -	Foundered; total -	3	S. by E.	10	Garliestown Bay W.N.W. 3 miles.
18 Nov.	Catherine, 50 years.	Flat	41	3	Liverpool, 16 Nov. 1864.	Douglas	Coal -	Foundered; total -	3	W.N.W	10	Off North Laxey, Isle of Man.
18 Nov.	Chimera, 5 years.	Brig	204	11	Sierra Leone, 19 Sept. 1864.	Liverpool	Palm Oil & 3 Passengers.	Stranded; total -	10 crew and 3 Pas.	W.N.W.	9	Horse Bank, off Southport.
30 Nov.	Havelock, 6 years.	Schooner	91	5	Kingstown, unknown.	Whitehaven	Ballast -	Stranded; total -	5	S.S.W.	12	7 miles S.S.W. of Kirkcudbright.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total -	20	3,173	246	15	4	1	19	1	90

Cape Wrath to Buchan-ness.

10 Feb.	Brothers, unknown.	Lugger	15	7	Wick, 9 Feb. 1864.	Fishing ground and back.	Herrings and nets.	Capsized total -	7	S.E.	9	Off the entrance of Pulteney Harbour, Caithness.
19 Oct.	Glide, 5 yrs.	Lugger	13	9	Buckie, Oct. 19, 1864.	Fishing -	Ballast -	Foundered; total -	9	N.E.	11	Supposed between Scarnose and Spey.
19 Oct.	Shamrock, 4 years.	Lugger	12	9	Portessie, 19 Oct. 1864.	Fishing -	Ballast -	Stranded; total -	9	N.E.	9	Whitehills, Banff.
20 Oct.	Jak Fly, unknown.	Lugger	12	9	Buckie, 19 Oct. 1864.	Fishing -	Ballast -	Foundered; total -	9	E.N.E.	10	Off Burghead.
24 Nov.	Star, 2 years	Brig[e]	133	7	Riga, Nov. 16, 1864.	Newry -	Linseed -	Loss of bulwarks, &c.; partial -	1	S.E.	10	Off Kinnaird's Head.
26 Nov.	Sarah, 16 years.	Schooner	85	5 and Pilot.	Newcastle, 20 Nov. 1864.	Tain Beach	Coal -	Stranded; total -	5 including Pilot.	Unkn.	1	5 miles below Tain.
27 Nov.	Sidonia, 17 years.	Barque	380	14	Shields, 19 Nov. 1864.	Swinemunde.	Coal -	Foundered; total -	1	S.E.	10	6 miles off Banff.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total -	7	650	61	4	3	–	6	1	41

* viz. 2 of the crew of "Happy Return," 1 passenger, and 5 of the crew of the "British Queen," who were lost, in endeavouring to render assistance, by the capsizing of a boat.

Wrecks and Casualties (exclusive of Collisions) occasioning Loss of Life (geographically arranged), from the 1st January to the 31st December 1864, inclusive—*continued.*

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Port sailed from. Date of sailing.	Port bound to.	Cargo.	Nature of Casualty, and whether Total Loss or Partial Damage.	No. of Lives lost.	Wind. Direction.	Wind. Force.	Place.
						Buchan-ness to Farn Island.						
17 Jan.	Diligence, 44 years.	Schooner	63	4	Newcastle, 14 Jan. 1864.	Aberdeen	Coal -	Stranded; total -	2	S. by E.	10	South Bank, River Ythan, Aberdeenshire.
13 Feb.	Wave, 4 yrs.	Schooner	79	5	Sunderland, unknown.	Peterhead	Coal -	Foundered (supposed); total.	5	W.	10	Supposed off Aberdeen.
13 Feb.	Union, 17 years.	Schooner	85	6	Sunderland, 11 Feb. 1864.	Inverness	Coal -	Foundered (supposed); total.	6	W.	12	Between Sunderland and Inverness.
13 Feb.	Johns and Margaret.	Schooner	26	2	Unknown -	Unknown	Unknown	Foundered; total	2	W.	10	Eyemouth Bay.
15 Feb.	Name and age unkn.	Schooner	Unk.	Unk. supd. 5	Unknown, 15 Feb. 1864.	Unknown	Unknown	Foundered; total -	5	W.S.W.	10	About 25 miles E.N.E. of the Fern Islands.
22 Oct.	Victoria, 13 years.	Schooner	71	5	Amsterdam, 9 Oct. 1864.	Coal Port in Great Britain.	Ballast -	Stranded; partial -	1	E.	10	Outside the West Breakwater, Granton.
22 Oct.	Conquest, 24 years.	Brig	169	6	Bruges, 19 Oct. 1864.	Leith -	General -	Stranded; supposed total.	6	E.S.E.	10	Supposed Eyemouth or St. Abb's Head.
23 Oct.	Triton, 13 years.	Schooner	90	5	Rostock, 3 Oct. 1864.	Leith -	Wheat -	Stranded; total -	4	E.N.E.	12	Thornton Loch, 6 miles E. of Dunbar.
23 Oct.	Napoleon, Franz, unknown.	Brig	170	7	Supposed from Sunderland, unknown.	Unknown	Coal -	Stranded; total -	7	E.	10	Boarhills, 5 miles S.E. of St. Andrew's.
23 Oct.	Sophir, 16 years.	Schooner	82	5	Memel, 26 Sept. 1864.	Granton -	Rye -	Abandoned; total -	1	E.N.E. to N.E.	12	5 miles E. of N. Berwick.
24 Nov.	Dalhousie, 3 years.	S.S.	142	13	Newcastle, 24 Nov. 1864.	Dundee -	General, & 20 passengers.	Foundered (supposed); total.	33	E.	9	At Mouth of the River Tay.

					Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total -	11	1,057	63		8	1	2	10	1	72

						All other Parts of the Coast.						
— Jan.	Chance, unknown.	Unknown	118	5	Liverpool, 30 Dec. 1863.	Limerick	Unknown	Foundered; total -	5	Unknown		Between Liverpool and Limerick.
— Jan.	Rover, unknown.	Schooner	80	5	Troon, unknown.	Westport	Coal -	Foundered; total -	5	Unknown		Between Lough Swilly and Westport.
1 Feb.	Ville de St. Martin, unknown.	Brig	126	Unk. supd. 6	Unknown	Unknown	Unknown	Stranded; total -	6	W.	9	S.W. side of Monach Island, Hebrides.
5 Sept.	Devereux, 30 years.	Barque	425	14 and Pilot.	Quebec, 16 July, 1864.	Strangford	Timber, 1 passenger.	Stranded; total -	1	Unknown		White Rocks near Portrush, Co. Antrim.
22 Oct.	Lotus, 10 years.	Brig	165	8	Dantzic, unknown.	Belfast -	Timber -	Derelict; total -	8	Unknown		Unknown, drifted ashore at Ballyworasky, west Coast of Co. Donegal.
25 Nov.	Elida, 11 yrs.	Schooner	59	Unk. supd. 5	Drontheim, unknown.	Christiania	Unknown, supposed ballast.	Stranded; total -	5	S.E.	11	Reef at the entrance of Aithvoe, parish of Landwick, Shetland.
— Nov.	Empress, 9 years.	Barque	394	18	Brass, Africa unknown.	Liverpool	Palm Oil	Stranded; total -	18	Unknown		Near Kilmore Bay, Co. Wexford.

					Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total -	7	1,277	61		4	1	2	7	–	48

						At Sea.						
14 Sept.	Blue Jacket, 5 years.	Ketch	56	4	London, 6 Sept. 1864.	Geestermunde.	Machinery	Dismasted; partial	1	S.W. by W.	7	Lat. 54° 24′ N. Long. 2° 23′ E.
23 Oct.	Ayrshire Lass, 29 years.	Brig	151	6	Miramichi, 26 Sept. 1864.	Ardrossan	Timber and Deals.	Dismasted; partial	3	E.N.E.	9	Lat. 54° 30′ N. Long. 11° 20′ W.
17 Nov.	Maria and Martha, 57 years.	Schooner	58	4	Kinsale, 15 Nov. 1864.	Hayle -	Oats -	Foundered; total -	4	Unknown		At sea between Kinsale and Hayle.
23 Nov.	Alpha, 5 yrs.	Smack	34	6	Yarmouth, 8 Nov. 1864.	Fishing voyage.	Ballast -	Unknown; total -	6	Unknown		On trawling fishing ground, in the North Sea.

					Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total -	4	299	20		3	1	–	2	2	14

Table 21. STATEMENT of the Number of Lives lost in certain DISTRICTS OF THE COASTS of the United Kingdom distinguishing those lost on or near the Coasts, those lost off the Coasts at Sea, and those lost through Casualties caused by Collisions, during the Six Years ended December 1864.

Districts.	1859.	1860.	1861.	1862.	1863.	1864.	Total.	Annual Average.
Farn Islands to Flamborough Head	12	25	147	9	3	35	231	38½
Flamborough Head to the North Foreland	72	107	111	68	54	69	481	80⅙
North Foreland to St. Catherine's Point	102	31	49	1	18	3	204	34
St. Catherine's Point to Start Point	25	12	1	20	3	—	61	10⅙
Start Point to the Land's End	25	12	15	36	7	1	96	16
Land's End to Hartland Point, including Scilly	145	10	23	29	36	11	254	42⅓
Hartland Point to St. David's Head	126	82	33	102	16	38	397	66⅙
St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesea	472	3	90	64	55	3	687	114½
Skerries and Lambay to Fair Head and Mull of Cantire	537	50	144	44	45	90	910	151⅔
Cape Wrath to Buchan-Ness	8	44	19	26	4	41	142	23⅔
Buchan-Ness to Farn Islands	37	21	9	5	13	72	157	26⅙
All other parts of the coast	6	62	80	83	76	48	355	59⅙
Lives lost on the coast	1,567	459	721	487	330	411	3,975	662½
Lives lost at Sea off the coast	21	6	74	149	249	14	513	85½
Lives lost by Collision	59	72	89	54	41	91	406	67⅔
Total Number of Lives lost	1,647	537	884	690	620	516	4,894	815⅔

Table 22. Number of LIVES SAVED from Shipwreck on the Coasts of the United Kingdom during the Years 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, and 1864, distinguishing the MEANS by which they were saved.

By what means saved.	January.									February.									March.									April.									May.								
	1856	1857	1858	1859	1860	1861	1862	1863	1864	1856	1857	1858	1859	1860	1861	1862	1863	1864	1856	1857	1858	1859	1860	1861	1862	1863	1864	1856	1857	1858	1859	1860	1861	1862	1863	1864	1856	1857	1858	1859	1860	1861	1862	1863	1864
By life boats	43	182	8	26	42	44	22	72	52	8	6	25	6	60	532	14	5	49	22	132	18	38	7	32	8	51	13	12	18	28	23	18	6	134	7	–	–	14	–	–	19	–	15	6	8
By rocket and mortar apparatus and assistance with ropes, &c. from shore	19	149	35	2	74	37	52	12	12	24	–	24	–	24	151	–	4	–	17	61	30	35	19	29	30	84	12	36	8	27	34	14	4	99	12	–	–	2	11	–	29	–	4	23	10
By luggers, Coast Guard boats, and small craft	57	94	55	55	103	11	53	96	51	79	162	39	27	55	109	29	21	24	27	44	112	36	16	45	120	36	11	46	18	259	23	62	1	23	19	7	687	8	24	12	84	–	3	55	–
By ships and steam boats	118	26	17	44	170	114	68	391	69	44	14	32	144	44	166	44	44	128	19	37	21	92	23	87	148	41	317	3	53	46	52	27	29	40	75	100	15	20	–	5	73	19	58	47	21
By ships own boats	–	–	–	–	283	221	182	192	222	–	–	–	–	261	336	203	116	142	–	–	–	–	145	100	139	101	84	–	–	–	–	101	29	107	70	55	–	–	–	–	83	136	103	67	40
By individual exertion	–	6	–	–	–	1	5	–	–	12	–	8	–	–	4	2	–	–	–	–	–	–	–	3	–	3	–	–	–	7	5	–	–	–	–	–	1	–	–	–	7	–	–	–	–
By other means	–	–	–	–	–	48	70	95	9	–	–	–	–	–	148	17	3	32	–	–	–	–	–	156	70	25	7	–	–	–	–	–	10	14	165	–	–	–	–	–	–	7	6	–
TOTAL	237	457	115	127	672	476	452	858	415	167	182	128	177	444	1446	309	193	375	85	274	181	201	210	452	515	341	444	97	97	367	137	222	79	417	348	162	703	44	35	17	295	155	190	204	79

(*Continued.*)

By what means saved.	June.									July.									August.									September.								
	1856	1857	1858	1859	1860	1861	1862	1863	1864	1856	1857	1858	1859	1860	1861	1862	1863	1864	1856	1857	1858	1859	1860	1861	1862	1863	1864	1856	1857	1858	1859	1860	1861	1862	1863	1864
By life boats	–	5	–	–	23	–	–	16	2	8	–	7	–	–	12	–	–	–	–	–	13	7	2	–	–	11	5	18	2	15	22	22	19	18	19	7
By rocket and mortar apparatus and assistance with ropes, &c. from shore	4	1	–	–	58	4	8	–	–	4	4	–	–	–	–	–	8	–	–	–	–	–	16	–	5	–	–	61	–	5	27	18	7	14	12	3
By luggers, Coast Guard boats, and small craft	16	8	16	511	16	2	13	21	3	13	20	9	7	1	–	44	3	16	30	6	18	20	29	5	9	9	9	81	23	18	22	73	9	6	22	18
By ships and steam boats	–	229	–	7	10	21	26	23	19	–	–	8	14	4	10	34	8	40	1	29	31	21	49	31	12	45	56	128	–	9	43	76	101	59	113	85
By ships own boats	–	–	–	–	78	83	36	25	39	–	–	–	–	33	58	37	29	57	–	–	–	–	50	69	87	75	34	–	–	–	–	67	100	64	98	96
By individual exertion	–	–	–	–	1	–	–	–	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	8	–	9	–	–	–	–	–	–
By other means	–	–	–	–	–	–	3	6	–	–	–	–	–	–	3	4	28	2	–	–	–	–	–	14	6	56	25	–	–	–	–	–	17	12	19	–
TOTAL	20	243	16	518	186	110	86	91	63	25	24	26	21	38	83	119	76	115	31	35	62	48	146	119	119	196	129	296	25	56	114	256	253	173	283	209

(*Continued.*)

By what means saved.	October.									November.									December.									TOTAL.								
	1856	1857	1858	1859	1860	1861	1862	1863	1864	1856	1857	1858	1859	1860	1861	1862	1863	1864	1856	1857	1858	1859	1860	1861	1862	1863	1864	1856	1857	1858	1859	1860	1861	1862	1863	1864
By life boats	–	8	16	36	26	–	37	45	35	219	31	35	79	44	87	14	17	79	32	–	41	54	63	11	65	256	56	362	398	206	291	326	743	327	505	306
By rocket and mortar apparatus and assistance with ropes, &c. from shore	15	12	35	123	55	6	40	49	47	34	3	40	32	62	173	–	15	110	48	3	3	7	39	36	58	138	2	262	243	210	260	408	447	310	357	196
By luggers, Coast Guard boats, and small craft	59	70	74	106	58	5	51	81	58	48	43	57	128	89	81	16	71	52	41	16	38	62	49	30	40	142	14	1,184	512	719	1,009	635	298	407	576	263
By ships and steam boats	27	25	63	146	101	75	331	162	211	35	11	95	129	107	221	93	178	139	17	63	72	69	85	97	169	373	104	407	507	394	766	769	971	1,082	1,500	1,289
By ships own boats	–	–	–	–	138	101	170	139	199	–	–	–	–	197	201	194	135	325	–	–	–	–	109	126	166	407	86	–	–	–	–*1,545	1,560	1,488	1,454	1,379		
By individual exertion	–	–	–	1	5	–	6	4	4	–	–	–	–	–	9	–	–	14	7	2	–	–	1	11	–	6	–	28	8	26	6	14	28	13	13	18	
By other means	–	–	–	–	–	17	66	61	44	–	–	–	–	–	115	56	61	43	–	–	–	–	–	49	87	166	6	–	–	–	–	–	*577	412	691	168	
TOTAL	101	115	188	412	383	204	701	541	598	336	88	227	368	499	887	373	477	762	145	34	154	192	346	360	585	1,488	268	2,243	1,668	1,555	2,332	3,697	4,624	4,039	5,096	3,619

* No records kept for former years.

Table 23. List of LIFE BOATS on the Coasts of the United Kingdom, distinguishing the PLACE where each Boat is stationed, and the Persons, Committees, &c., having the MANAGEMENT thereof; geographically arranged.

County in which situate.	Name of Station.	No. of Boats.	Management.
	GREAT BRITAIN.		
Caithness -	Scrabster -	1	National Life Boat Institution.
	Wick - -	1	British Fisheries.
Elgin -	Lossiemouth -	1	National Life Boat Institution.
Banff -	Buckie - -	1	Do.
	Banff - -	1	Do.
Aberdeen -	Fraserburgh -	1	Do.
	Aberdeen -	2	Harbour Commissioners.
Kincardine	Stonehaven -	1	Provost and Council.
Forfar -	Montrose -	1	Harbour Commissioners.
	Arbroath -	1	Do.
	Broughty Ferry	1	National Life Boat Institution.
Fife - -	St. Andrews -	1	Do.
Haddington	North Berwick	1	Do.
Berwick - -	Spital [illegible]	1	Do.
Durham -	Holy Island -	1	Trinity House, Newcastle.
Northumberland.	N. Sunderland	1	National Life Boat Institution.
	Boulmer -	1	Do.
	Almouth -	1	Do.
	Hauxley -	1	Do.
	Newbiggin -	1	Do.
	Blyth -	2	Harbour Commissioners, one subsidized by Board of Trade.
	Cullercoats -	1	National Life Boat Institution.
	Shields -	3	Harbour Commissioners.
	Tynemouth -	1	National Life Boat Institution.
Durham -	Whitburn -	1	Do.
	Sunderland -	3	Harbour Trustees.
	Ditto -	2	Seamen.
	Hartlepool -	4	Hartlepool Life Boat Society and Seamen, but subsidized by Board of Trade.
	Ditto -	2	Harbour Commissioners.
	Seaton Carew	1	National Life Boat Institution.
York -	Middlesboro'	1	Do.
	Redcar -	2	One, National Life Boat Institution.
			One, Local Subscribers.
	Saltburn -	1	National Life Boat Institution.
	Whitby -	3	Two, National Life Boat Institution.
			One, Local Subscribers.
	Robin Hood's Bay.	1	Local Subscribers and Whitby Commissioners.
	Scarborough -	1	National Life Boat Institution.
	Filey - -	1	Do.
	Bridlington -	1	Do.
	Hornsea -	1	Do.
	Withernsea -	1	Do.
	Spurn Point -	1	Hull Trinity House.
Lincoln -	Donna Nook -	1	National Life Boat Institution.
	Theddlethorpe	1	Do.
	Sutton -	1	Do.
	Skegness -	1	Do.
Norfolk -	Blakeney -	1	National Life Boat Institution.
	Sherringham -	1	Mr. Upcher.
	Cromer -	1	National Life Boat Institution.
	Mundesley -	1	Do.
	Bacton -	1	Do.
	Palling -	1	Do.
	Winterton -	1	Do.
	Scratby -	1	Boatmen.
Norfolk—*cont.*	Caistor -	1	National Life Boat Institution.
	Yarmouth -	2	Do.
Suffolk -	Gorleston -	2	Boatmen.
	Lowestoft -	1	National Life Boat Institution.
	Pakefield -	1	Do.
	Kessingland -	1	Boatmen.
	Southwold -	1	National Life Boat Institution.
	Thorpness -	1	Do.
	Aldborough -	1	Do.
Kent -	Margate -	1	Boatmen
	Do. -	1	Nationa Life Boat Institution.
	Kingsgate -	1	Do.
	Broadstairs -	2	Boatmen.
	Ramsgate -	2	Subsidized by Board of Trade.
	Walmer -	1	National Life Boat Institution.
	Townsend -	1	Do.
	Littlestone -	1	Do.
Sussex -	Camber -	1	Do.
	Winchelsea -	1	Do.
	Hastings -	1	Do.
	Eastbourne -	1	Do.
	Newhaven -	1	Do.
	Brighton -	1	Do.
	Do. -	1	Private.
	Shoreham -	1	Harbour Commissioners.
	Worthing -	1	Local Committee.
	Selsey -	1	National Life Boat Institution.
Hants -	Grange -	1	Do.
	Brooke -	1	Do.
Dorset -	Lyme Regis -	1	Do.
Devon, South	Exmouth -	1	Do.
	Teignmouth -	1	Do.
	Plymouth -	1	Do
Cornwall -	Polkerris -	1	Do.
	Lizard -	1	Do.
	Porthleven -	1	Do.
	Penzance -	1	Do.
	Sennen Cove -	1	Do.
	St. Ives -	1	Do.
	Newquay -	1	Do.
	Padstow -	1	Do.
	Bude Haven -	1	Do.
Devon, North	Appledore -	1	Do.
	Braunton Sands	1	Do.
Somerset -	Bridgewater -	1	Corporation of Bridgewater.
Glamorgan	Penarth -	1	National Life Boat Institution.
	Porthcawl -	1	Do.
	Swansea -	1	Do.
Carmarthen	Burry Port -	1	Do
	Carmarthen Bay.	1	Do.
Pembroke -	Tenby -	1	Do.
	Fishguard -	1	Do.
	St. Dogmaels	1	Do.
	New Quay -	1	Do.
Cardigan -	Aberystwith -	1	Do.

Table 23.—*continued.*

County in which situate.	Name of Station.	No. of Boats.	Management.
	GREAT BRITAIN—*continued.*		
Merioneth	Aberdovey	1	National Life Boat Institution.
	Barmouth	1	Do.
Caernarvon	Criccieth	1	Do.
	Porthdynllaen	1	Do.
Anglesea	Llanddwyn	1	Do.
	Rhoscolyn	1	Do.
	Holyhead	1	Do.
	Cemlyn	1	Do.
	Moelfre	1	Do.
	Penmon	1	Do.
Carnarvon	Llandudno	1	Do.
Flint	Rhyl	1	Do.
	Point of Air	1	Mersey Dock Trustees.
Cheshire	New Brighton	2	National Life Boat Institution.
Lancashire	Liverpool	7	Dock Trustees.
	Southport	1	National Life Boat Institution.
	Lytham	1	Do.
	Blackpool	1	Local.
	Fleetwood	1	National Life Boat Institution.
	Piel Island	1	Do.
Cumberland	Whitehaven	1	Harbour Trustees.
	Silloth	1	National Life Boat Institution.
Kirkcudbright	Kirkcudbright	1	Do.
Ayr	Girvan	1	National Life Boat Institution.
	Ayr	1	Do.
	Irvine	1	Do.
	Ardrossan	1	Harbour Commissioners, but subsidized by Board of Trade.
Argyle	Campbelton	1	Do.
	IRELAND.		
Donegal	Greencastle	1	National Life Boat Institution.
Antrim	Portrush	1	Do.
Down	Groomsport	1	Do.
	Tyrella	1	Do.
	Newcastle	1	Do.
Louth	Dundalk	1	Do.
	Drogheda	1	Do.
Dublin	Skerries	1	Do.
	Howth	1	Do.
	Poolbeg	1	Do.
	Kingstown	1	Do.
Wicklow	Wicklow	1	Do.
	Arklow	1	Do.
Wexford	Cahore	1	Do.
	Rosslare Point	2	Do.
	Carnsore	1	Do
Waterford	Tramore	1	Do.
	Dungarvan	1	Do.
	Ardmore	1	Do.
Cork	Youghal	1	Do.
	Ballycotton	1	Do.
Kerry	Knightstown	1	Do.
	CHANNEL ISLANDS.		
	Guernsey	1	Do.
	ISLE OF MAN.		
	Castletown	1	Do.

	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
Life Boats	127	124	141	149	158	173	179	179	178	186

Number of Boats under the management of the National Life Boat Institution, 117 of which are subsidized by the Board of Trade - - - - - - - - 134
Number of Boats under other management, 8 of which are subsidized by the Board of Trade - 52

Total - - - - 186

Note.—During the year 1864 four Boats have been removed from their stations—one at Buddoness and one at Thorpeness, under management of National Life Boat Institution; one at Seaham, managed by seamen, and one at Ilfracombe, managed by local committee. Eleven additional Life Boats have been added this year, viz. one at each of the following places: West Hartlepool, Redcar, Whitby, New Quay, Porthdynllaen, Point of Ayr, New Brighton, Blackpool, Piel Island, Girvan, and Knightstown.
The Life Boat at Guernsey is also inserted for the first time.

Table 24. List of Stations of the ROCKET AND MORTAR APPARATUS on the Coasts of the United Kingdom belonging to the Board of Trade, and in the Charge and Management of the Coast Guard; geographically arranged.

County.	Station.	Description of Apparatus.
GREAT BRITAIN.		
Caithness	Scrabster	Rocket.
	Wick	Do.
Elgin	Burghead	Rocket.
	Lossiemouth	Do.
Banff	Buckie	Mortar.
	Portsoy	Do.
	Banff	Rocket and Mortar.
Aberdeen	Fraserburgh	Rocket and Mortar.
	Peterhead	Do.
	Colliestown	Mortar.
	Bridge of Don	Rocket and Mortar.
	Aberdeen—	
	N. side of Harbour	Do.
	S. side of Harbour	Do.
	Midway between Harbour and River Don	Rocket.
Kincardine	Cove Bay	Mortar.
	Stonehaven	Do.
	Johnshaven	Rocket.
Forfar	Montrose	Mortar and Rocket.
	Uzon	Rocket
	Arbroath	Mortar.
	Westhaven	Rocket.
Fife	St. Andrew's	Rocket.
	Crail	Do.
	Elie	Mortar.
Haddington	North Berwick	Do.
	Dunbar	Rocket and Mortar.
Berwick	Redheugh	Rocket.
	Eyemouth	Do.
	Burnmouth	Do.
Durham	Holy Island	Rocket and Mortar.
	Old Law	Rocket.
Northumberland	Spittal	Do.
	Newton	Rocket and Mortar.
	Craster	Rocket.
	Boulmer	Do.
	Alnmouth	Do.
	Amble	Do.
	Newbiggin	Do.
	Blyth	Rocket and Mortar.
	Seaton Sluice	Rocket.
	Cullercoats	Rocket and Mortar.
	Tynemouth	Do. Do.
	Shields	Do. Do.
Durham	Whitburn	Rocket.
	Marsden	Do.
	Sunderland, S. Pier	Do.
	„ N. Pier	Do.
	„ Sea Outlet	Do.
	„ Watchhouse	Rocket and Mortar.
	Seaham	Rocket.
	Hawthorn Hive	Do.
	Blackhalls	Do.
	Hartlepool	Mortar and Rocket.
	Seaton Carew	Rocket.
Yorkshire	Coatham	Do.
	Saltburn	Do.
	Skinningrove	Do.
	Staithes	Do.
	Kettleness	Do.
	Sandsend	Do.
	Whitby	Rocket and Mortar.
	Robin Hood's Bay	Do. Do.
	Burniston	Rocket.
	Scarborough	Rocket and Mortar.
	Cayton	Rocket.
	Filey	Rocket and Mortar.
	Flambro' Head	Do. Do.
Great Britain—*continued.*		
Yorkshire—*cont.*	Bridlington	Rocket and Mortar.
	Ulrome	Do. Do.
	Hornsea	Do. Do.
	Mappleton	Rocket.
	Aldborough	Do.
	Sandlemere	Rocket and Mortar.
	Holmpton	Rocket.
	Easington	Do.
Lincoln	Saltfleet	Mortar.
	Theddlethorpe	Do.
	Huttoft	Do.
	Chapel	Do.
	Skegness	Do.
Norfolk	Weybourne	Rocket and Mortar.
	Sherringham	Do. Do.
	Cromer	Do. Do.
	Side-Strand	Rocket.
	Mundesley	Rocket and Mortar.
	Bacton	Do. Do.
	Hasboro'	Do. Do.
	Palling	Do. Do.
	Winterton	Do. Do.
	Caistor	Do. Do.
	Great Yarmouth	Do. Do.
Suffolk	Gorleston	Mortar and Rocket.
	Corton	Rocket and Mortar.
	Lowestoft	Do. Do.
	Kessingland	Do. Do.
	Southwold	Do. Do.
	Misner Haven	Rocket.
	Sizewell Gap	Mortar.
	Thorpness	Rocket.
	Aldborough	Mortar and Rocket.
	Orfordness	Rocket.
	Orford Haven	Mortar and Rocket
	Landguard Fort	Mortar.
Kent	Kingsgate	Rocket.
	Ramsgate	Mortar.
	St. Margaret's Bay	Rocket.
	Casemates	Mortar.
	Folkestone	Rocket.
	24 Tower	Mortar.
	Littlestone	Rocket.
	No. 2 Battery	Do.
	Dungeness	Do.
	Lydd	Do.
Sussex	Jury's Gap	Rocket.
	Camber	Do.
	31 Tower	Do.
	Hastings	Do.
	39 Tower	Mortar.
	Eastbourne	Rocket.
	Birling Gap	Mortar.
	Blatchington	Do.
	Greenway	Do.
	Brighton	Rocket.
	Shoreham	Do.
Hants	Ventnor	Rocket.
	Reeth	Do.
	St. Catherine's Point	Do.
	Atherfield	Do.
	Brixton	Do.
	Brooke	Do.
	Barton Cliff	Do.
	Tuckton	Do.
Dorset	Swanage	Rocket.
	St. Alban's Head	Do.
	Kimmeridge	Do.
	Abbotsbury	Do.
	Burton	Mortar.
	Bridport	Do.
	Lyme	Do.

Table 24—*continued.*

County.	Station.	Description of Apparatus.
	GREAT BRITAIN—*continued.*	
Devon, South	Axmouth	Rocket.
	Sidmouth	Rocket and Mortar.
	Budleigh Salterton	Rocket.
	Paignton	Mortar.
	Torcross	Do.
	Rickham	Rocket.
	Challabro	Do.
	Port Wrinkle	Do.
Cornwall	Polruan	Rocket.
	St. Mawes	Do.
	Lizard	Do.
	Mullion	Do.
	Porthleven	Do.
	Prussia Cove	Do.
	Penzance	Mortar and Rocket.
	Mousehole	Rocket.
	Sennen Cove	Do.
	St. Mary's, Scilly	Do.
	Pendeen Cove	Do.
	St. Ives	Do.
	Portreath	Mortar.
	St. Agnes	Rocket.
	Mawgan Porth	Do.
	Newquay	Do.
	Trevose Head	Do.
	St. George's Cove	Do.
	Harbour Cove	Mortar.
	St. Trebeatherick	Do.
	Port Isaac	Rocket and Mortar.
	Boscastle	Rocket.
	Budehaven	Do.
Devon, North	Clovelly	Mortar.
	Appledore	Rocket.
	Braunton Sands	Mortar.
	Morthoe	Mortar.
	Ilfracombe	Rocket.
	Lynmouth	Mortar.
Glamorgan	Penarth	Rocket.
	Barry Island	Mortar.
	Portheawl	Rocket.
	Mumbles	Do.
	Oxwich	Do.
Carmarthen	Burry Port	Two Mortars.
Pembroke	Tenby	Rocket.
	Castle Tank	Mortar.
	Angle	Do.
	St. David's	Do.
	Goodwick	Rocket.
	Newport	Do.
	St. Dogmaels	Rocket and Mortar.
Carnarvon	Porthdynllaen	Rocket and Mortar.
Anglesea	Holyhead	Mortar and Rocket.
	Amlwch	Rocket.
Lancashire	Norbreck near Blackpool	Rocket.
Cumberland	Whitehaven	Rocket.
	Maryport	Do.
	GREAT BRITAIN—*continued.*	
Wigton	Drumore	Rocket.
	Port Logan	Do.
	Port Patrick	Rocket & Mortar.
	IRELAND.	
Down	Groomsport	Mortar.
	Roddens	Do.
	Annalong	Rocket.
Louth	Clogher Head	Rocket.
Dublin	Balbriggan	Rocket.
	Skerries	Do.
	Portrane	Do.
	Malahide	Do.
	Howth	Do.
	Kingstown	Rocket & Mortar.
Wicklow	Bray	Mortar.
	Greystones	Rocket.
	Wicklow	Do.
	Arklow	Do.
	Kilmichael	Do.
Wexford	Courtown	Rocket.
	Cahore	Do.
	Morris Castle	Do.
	Curracloe	Do.
	Rosslare	Do.
	Carnsore Point	Do.
	Kilmore	Do.
	Bar of Lough	Do.
	Fethard	Do.
Waterford	Ballymacaw	Mortar.
	Bonmahon	Do.
	Ardmore	Rocket.
Cork	Youghal	Rocket.
	Ballycotton	Do.
	Poor Head	Do.
	Robert's Cove	Do.
	Oyster Haven	Do.
	Old Head of Kinsale	Do.
	Courtmacsherry	Do.
	Barry Cove	Do.
	Dirk Cove	Do.
	Milk Cove	Do.
	Castletownsend	Do
	Baltimore	Do.
	Crookhaven	Do.
Kerry	Knightstown	Rocket.
	Ventry	Do.
Donegal	Killybegs	Do.
	Portnoo	Do
	ISLE OF MAN.	
	Peel	Rocket.

Number of Stations.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
In England and Wales	140	157	156	167	166	167	167	166
In Ireland	34	37	37	41	41	42	43	44
In Scotland	24	22	23	25	28	29	29	32
In Isle of Man	—	—	—	—	—	—	—	1
Total	**198**	**216**	**216**	**233**	**235**	**238**	**239**	**243**

Note.—During the year 1864 new Stations were established at Lossiemouth, St. Andrew's, Crail, St. Mawes, Porthdynllaen, Bray, Ventry, and Peel (Isle of Man), and the Stations at Berwick, Piel, and Dingle have been abolished.

Table 25. LIST of STATIONS on the Coasts of the United Kingdom to which LIFE BELTS have been supplied.

County.	Station.	Belts.	Lines.
GREAT BRITAIN.			
Shetland	Lerwick	5	5
Elgin	Burghead	5	5
Banff	Buckie	3	3
	Portsoy	5	5
	Gardenstown	5	5
Aberdeen	Pennan	5	5
	Rosehearty	5	5
	Fraserburgh	8	8
	Inveralloehy of St. Combs	5	5
	Rattray	5	5
	Peterhead	6	6
	Colleston	3	3
	Belhelvie	2	2
	Bridge of Don	3	3
Kincardine	Cove Bay	2	2
	Muchuls	2	2
	Katerline	5	5
	Johnshaven	2	2
Forfar	Uzon	5	5
	Redcastle	2	2
	Westhaven	2	2
Fife	St. Andrew's	4	4
	Fifeness	2	2
	Anstruther	2	2
	Elie	5	5
Haddington	North Berwick	2	–
	Dunbar	3	5
Berwick	Redheugh	2	2
	Burnmouth	5	5
Durham	Holy Island	5	5
Northumberland	Berwick	5	5
	Spittal	2	2
	Budle	3	3
	North Sunderland	4	4
	Newton	5	5
	Craster	5	5
	Newbiggin	1	1
	Blyth	2	2
	Seaton Sluice	1	1
	Tynemouth	5	5
Durham	Blackhalls	2	2
	Hartlepool	4	4
	Seaton Carew	2	2
Yorkshire	Coatham	5	5
	Staithes	5	5
	Whitby	5	5
	Robin Hood's Bay	5	5
	Scarborough	5	5
	Filey	5	5
	Flambro' Head	5	5
	Bridlington Quay	5	5
	Ulrome	3	3
	Hornsea	5	5
	Sandlemere	5	5
	Ferriby Sluice	3	3
Lincoln	Barton	5	5
	Killingholme	5	5
	Cleethorpes	8	8
	Donna Nook	10	10
	Saltfleet	5	5
	Sutton	10	10
	Chapel	10	10
	Skegness	10	10
Norfolk	East Marsh	4	4
	Hunstanton	5	5
	Brancaster	5	5
	Burnham	5	5
	Wells	5	5
	Morston	5	5
	Cley Beach	3	3
GREAT BRITAIN—*continued.*			
Norfolk—*cont.*	Weybourne	5	5
	Sherringham	5	5
	Cromer	5	5
	Side Strand	5	5
	Mundesley	5	5
	Bacton	5	5
	Hasbro'	5	5
	Palling	5	5
	Kessingland	5	5
Suffolk	Misner Haven	5	5
	Sizewell Gap	2	2
	Orfordness	7	7
	Orford Haven	4	4
	Woodbridge Haven	5	5
Essex	Harwich	5	5
	Walton Gap	2	2
	Clacton Wash	2	2
	Bradwell	4	4
Kent	Garrison Point	5	5
	Shellness	5	5
	Reculver	5	5
	St. Nicholas	5	5
	Kingsgate	5	5
	St. Margaret's Bay	5	5
	Casemates	6	–
	Townsend	17	–
	Lydden Spoul	5	–
	Pelter	5	5
	Folkestone	5	–
	Sandgate	5	5
	Hythe	5	5
	24 Tower	5	5
	27 Tower	5	5
	Littlestones	15	–
	No. 1 Battery	5	5
	No. 2 Battery	5	5
	Grand Redoubt	5	5
	Dungeness	10	11
	Lydd	5	5
	Jury's Gap	5	5
Sussex	Galley Hill	4	4
	Eastbourne	2	2
	Holy Well	5	5
	Birling Gap	5	5
	Crowlink	5	5
	Cuckmere	5	5
	Blatchington	5	5
	Newhaven	5	5
	Greenway	5	5
	Black Rock	5	5
	Brighton	5	5
	Hove	5	5
	Fishergate	5	5
	Shoreham	5	5
	Lancing	5	5
	Worthing	5	5
	Goring	5	5
	Kingston	5	5
	Bognor	5	5
	Cockbush	5	5
	Chichester Harbour	5	5
Hants	Hayling Island	5	5
	Woolston	5	5
	Marchwood	5	5
	East Cowes	5	5
	Fishbourne	5	5
	Ryde	8	8
	Sea View	8	8
	Brading	3	3
	Bembridge	8	8
	Sandown	5	5
	Shanklin	5	5
	Ventnor	5	5
	Woody Bay	3	3
	Reeth	3	3
	St. Lawrence	3	3
	St. Catherine's	5	5
	Atherfield	8	8
	Brixton	3	3
	Brook	5	5

Table 25—*continued.*

County.	Station.	Belts.	Lines.
	GREAT BRITAIN—*continued.*		
Hants—*cont.*	Totlands Bay	5	5
	Freshwater Gate	3	3
	Alum Bay	3	3
	South Yarmouth	5	5
	Newton	5	5
	Sticelet	5	5
	Calshot	5	5
	Lepe	5	5
	Beaulieu	5	5
	Pitts Deep	5	5
	Lymington	5	5
	Hurst	5	5
	Milford	5	5
	Bournmouth	5	5
	Tuckton	5	5
	Christchurch	5	5
Dorset	Flag Head	5	5
	Branksea	5	5
	Studland	5	5
	Swanage	5	5
	St. Alban's Head	5	5
	Kimmeridge	5	5
	Osmington	5	5
	Weymouth	5	5
	Portland	5	5
	Hill	5	5
	Fleet	5	5
	Langton	5	5
	Abbotsbury	5	5
	Burton	5	5
	Bridport	5	5
	Chidcock	5	5
	Charmouth	4	4
	Lyme	5	5
Devon	Axmouth	5	5
	Beer	5	5
	Branscombe	5	5
	Weston	5	5
	Sidmouth	5	5
	Budleigh Salterton	5	5
	Dawlish	5	5
	Babbicombe	5	5
	Torquay	5	5
	Paignton	5	5
	Brixham	5	5
	Mansands	5	5
	Kingswear	3	3
	Dartmouth	5	5
	Halsands	3	3
	Tor Cross	5	5
	Salcombe	5	5
	Hope Cove	5	5
	Challabro'	5	5
	Bovisand	5	5
	Blackpool	3	3
Cornwall	Cawsand	5	5
	Polhawn Cove	4	4
	Portinkle	5	5
	Looe	5	5
	Polperro	5	5
	Polruan	5	5
	Polkerris	10	10
	Mevagissey	5	5
	Goran Haven	10	10
	Gerrans Bay	5	5
	St. Mawes	5	5
	Green Bank	5	5
	Porthillie	5	5
	Coverack	5	5
	Cadgwith	5	5
	Mullion	5	5
	Sennen	2	2
	St. Mary's, Scilly	7	7
	St. Agnes, Scilly	4	4
	Penzance	3	3
	Pendeen	5	5
	Portreath	5	5
	St. Agnes, Cornwall	5	5
	Port Isaac	5	5
	Boscastle	5	5
Somerset	Minehead	8	8
	Watchet	8	8
	Weston-super-Mare	6	6
	Wick River	5	5
Glamorganshire	Penarth	6	6
	Barry	3	3
	Porth Cawl	3	3
	Mumbles	6	6
	Oxwich	2	2
	Burry Port	6	6
Pembrokeshire	Pembroke Dock	2	2
Cardigan	New Quay	5	5
Carnarvon	Carnarvon	5	5
Anglesea	Holyhead	5	5
	Amlwch	5	5
Flint	Rhyl	5	5
Cheshire	Hoylake	5	5
Lancashire	Waterloo	5	5
	Morecambe	5	5
Cumberland	St. Bees	2	2
	Whitehaven	2	2
	Harrington	1	1
	Workington	1	1
	Maryport	2	2
	Allonby	2	2
Kirkcudbright	Southerness	5	5
Wigton	Dromore	2	2
	Port Patrick	2	2
	Stranraer	2	2
	Cairnryan	3	2
Bute	Lamlash, Isle of Arran	5	5
Ayr	Ardrossan	2	2
Renfrew	Gourock	1	1
	IRELAND.		
Antrim	Port Rush	5	5
	Port Ballintoy	5	5
	Ballycastle	5	5
	Glenarm	5	5
	Larne	5	5
	Port Muck	5	5
	Carrickfergus	5	5
	Whitehouse	5	5
Down	Orlock	3	5
	Donaghadee	5	7
	Millisle	3	5
	Roddens	10	5
	Cloghy	6	5
	Tara	5	5
	Killard	5	5
	Gunn's Island	5	5
	Ardglass	5	5
	Annalong	2	2
	Leestones	5	5
	Cranfield Point	3	3
Louth	Giles Quay	5	5
	Soldiers' Point	5	5
	Dunany Point	3	3
	Clogher Head	3	3
Meath	Nanny Water	5	5

Table 25—*continued.*

County.	Station.	Belts.	Lines.
IRELAND—*continued.*			
Dublin	Balbriggan	5	5
	Skerries	4	4
	Lambay Island	5	5
	Malahide	5	5
	Baldoyle	5	5
	Sutton	5	5
	Clontarf	5	5
Wicklow	Bray	5	5
	Greystones	5	5
	Five Mile Point	5	5
	Wicklow	5	5
	Mizen Head	3	3
	Jack's Hole	5	5
	Arklow	5	5
Wexford	Kilmichael	5	5
	Ballymoney	5	5
	Courtown	5	5
	Cahore	5	5
	Morris Castle	6	6
	Curracloe	6	6
	Ballygeary	5	5
	Kilmore	2	2
	Bar of Lough	5	5
	Bannow	3	3
	Fethard	2	2
	Arthurstown	5	5
	Ballymacaw	5	5
Waterford	Dunmore, East	5	5
	Bonmahon	5	5
	Ballynacourty	5	—
	Helwick Head	5	5
Cork	Knockadoon	5	5
	Ballycotton	11	11
	Ballycroneen	5	5
	Poor Head	2	2
	Robert's Cove	2	5
	Oyster Haven	5	5
	Upper Cove	5	5
	Old Head	5	5
	Howstrand	5	5
	Courtmacsherry	5	5
	Barry's Cove	5	5
	Dunny Cove	2	5
	Dirk Cove	5	5
	Mill Cove	2	2
	Castletownsend	2	2
	Baltimore	5	5
	Squince	3	3
	Skull	5	5
	Crookhaven	2	2
	Castletown	5	5
Kerry	Blackwater	6	6
	West Cove	5	5
	Waterville	5	5
	Ballinskelligs	6	6
	Portmagee	3	3
	Knightstown	9	9
	Kells	6	6
	Cromane Point	6	6
	Ventry	5	5
IRELAND—*continued.*			
Kerry—*cont.*	Ferriters Cove	5	5
	Ballydavid	5	5
	Brandon	5	5
	Castlegregory	5	5
Clare	Cappa Kilrush	5	5
	Doombeg	3	3
	Seafield	5	5
	Freagh Point	5	5
	Liscannor	3	3
	Ballyvaughan	2	2
Galway	Ardfry	5	5
	Barna	5	5
	Spiddle	2	2
	Arran	4	4
	Lettermore	5	5
	Bunown	3	3
	Enmislannon	3	3
	Claggan	5	5
	Auchrns	3	3
	Killeries	5	5
Mayo	Pigeon Point	4	4
	Innisgowla	5	5
	Innistyre	6	6
	Achil Begs	5	5
	Keel	5	5
	Binghamstown	5	5
	Ballyglass	5	5
	Dun Keehan	5	5
	Belderig	5	5
	Ballycastle	5	5
	Kilcummin	5	5
	Ross	5	5
Sligo	Inniscrone	5	5
	Pullocheny	5	5
	Pullendiva	5	5
	Portavad	5	5
	Rosses Point	5	5
Donegal	Ballyshannon	3	3
	Tribane	5	5
	Killybegs	5	5
	Teelin Harbour	5	5
	Malinmore	5	5
	Portnoo	2	2
	Arranmore	3	2
	Gweedore	5	2
	Innisbofin	5	5
	Mulroy	5	5
	Knockallow	5	5
	Malin Head	5	5
	Port Kennigoe	5	5
	Greencastle	7	7
ISLE OF MAN.			
	Douglas	5	5
	Peel	5	5

SUMMARY.

	Stations.				Belts.				Lines.			
	1861.	1862.	1863.	1864.	1861.	1862.	1863.	1864.	1861.	1862.	1863.	1864.
In England and Wales	24	52	87	226	104	243	398	1,113	104	246	402	1,066
In Ireland	30	48	69	137	77	145	307	634	77	140	298	631
In Scotland	8	13	23	37	25	41	77	132	25	41	76	131
In Isle of Man	—	1	2	2	—	5	10	10	—	5	10	10
Total	62	114	181	402	206	434	792	1,889	206	432	786	1,838

Table 26. Sums paid out of the MERCANTILE MARINE FUND TOWARDS SAVING LIFE FROM SHIPWRECK, distinguishing Payments to Crews of LIFE BOATS, and Rewards and Gratuities to FISHERMEN and others, and Sums paid for the Maintenance of the MORTAR AND ROCKET APPARATUS.

By the 459th section of the "Merchant Shipping Act, 1854," Salvage for Life is paid in priority to all other claims for Salvage, and the Board of Trade is empowered to grant remuneration out of the Mercantile Marine Fund to persons saving Life where such Salvage is insufficient; and by the 418th section of that Act the Board of Trade is also empowered to grant sums for establishing and maintaining Life Boats, with the necessary crews and equipments, on the coasts of the United Kingdom; under the sections quoted, the following sums have been granted during the past year, and paid in part direct by the Board of Trade, and partly through the medium of the Royal National Life Boat Institution, as distinguished below.

Month in which Payment made.	Payments to Crews of Life Boats for Exercise, and Coxswains' salary.		Payments to Crews of Life Boats for Services at Wrecks.		Rewards and Gratuities to Fishermen and others.		Payments for providing and maintaining Rocket and Mortar Apparatus.	Total Payments.
	By Board of Trade direct.	By Board of Trade through National Life Boat Institution.	By Board of Trade direct.	By Board of Trade through National Life Boat Institution.	By Board of Trade. direct.	By Board of Trade through National Life Boat Institution.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January	29 19 0	495 0 0	—	528 5 8	123 6 0	—	548 1 11	1,724 12 7
February	—	—	322 10 0	—	22 15 0	—	449 1 10	794 6 10
March	—	—	—	—	69 0 0	—	242 4 6	311 4 6
April	40 6 0	495 0 0	—	299 11 0	—	—	619 5 3	1,454 2 3
May	—	—	—	—	—	—	45 17 0	45 17 0
June	—	—	—	—	4 0 0	—	102 4 9	106 4 9
July	26 10 0	495 0 0	—	47 11 6	—	—	2 8 6	571 10 0
August	—	—	—	—	1 5 0	—	354 13 6	355 18 6
September	—	—	52 0 0	—	5 0 0	—	130 6 11	187 6 11
October	28 2 0	499 10 0	—	141 16 10	14 0 0	—	371 10 11	1,054 19 9
November	—	—	—	—	8 12 6	—	49 15 6	58 8 0
December	—	—	—	—	23 6 0	—	972 16 11	996 2 11
Total in 1864	124 17 0	1,984 10 0	374 10 0	1,017 5 0	271 4 6	—	3,888 7 6	7,660 14 0
Total in 1855	11 0 0	571 3 8	60 0 0	141 10 6	128 0 0	325 12 6	—	1,237 6 8
Total in 1856	29 19 0	744 10 0	—	285 10 8	149 10 0	179 4 3	—	1,388 13 8
Total in 1857	45 4 0	802 7 5	13 0 0	188 16 0	137 0 7	254 15 0	2,751 15 11	4,192 18 11
Total in 1858	40 15 0	1,113 11 11	6 10 0	319 9 6	311 19 6	71 0 0	2,024 17 7	3,888 3 6
Total in 1859	70 16 0	1,309 10 0	8 10 0	686 16 0	377 17 6	—	1,943 7 0	4,396 16 6
Total in 1860	105 3 0	1,484 10 0	—	952 3 3	813 5 6	—	2,456 15 8	5,811 17 5
Total in 1861	242 5 0	1,751 0 0	296 0 0	1,076 3 2	753 16 6	—	2,246 6 4	6,365 11 0
Total in 1862	166 3 0	1,876 10 0	88 10 0	809 3 10	449 14 9	—	2,239 13 5	5,629 15 0
Total in 1863	110 8 0	1,975 10 0	362 6 0	867 16 9	371 0 0	—	3,037 16 10	6,724 17 7
Total in 1864	124 17 0	1,984 10 0	374 10 0	1,017 5 0	271 4 6	—	3,888 7 6	7,660 14 0
Total for 10 Years	946 10 0	13,613 3 0	1,209 6 0	6,344 14 8	3,763 8 10	830 11 6	20,589 0 3	47,296 14 3

NOTE.—In addition to the total sums paid as above, further sums were paid by the Board of Trade to the National Life Boat Institution in aid of their funds, as follows :—

	£ s. d.
In 1856	961 13 4
In 1857	827 15 4
In 1858	634 19 8
In 1859, in aid of establishing new Life Boats	200 0 0
In 1860 ditto	50 0 0
In 1861 ditto	50 0 0
In 1862	100 0 0
Total	£2,824 8 4

Table 27. List of PERSONS, Subjects of GREAT BRITAIN and its Dependencies, to whom REWARDS have been granted by the BRITISH GOVERNMENT for gallant Services in SAVING LIFE FROM SHIPWRECK, &c., during the Year 1864; distinguishing, I. Services rendered at Sea by one Ship to another, or to the Crew of another; II. Services rendered by Fishing Smacks and Salvage Smacks; and III. Services rendered by Boats from the Shore, or by Lines from the Shore, or by Swimming, or by putting off from Shore; Chronologically arranged according to the Dates of Service.

NOTE.—The rewards granted in the case of services rendered at sea and abroad are paid for out of a Parliamentary vote, and where Foreigners are concerned are determined and given by the Foreign Office and the Board of Trade. The rewards given for services rendered on the Coasts of the United Kingdom are paid for out of the Mercantile Marine Fund, and are determined and given by the Board of Trade.

I.—Services rendered at Sea by one Ship to another, or to the Crew of another.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain J. Miller, master of the ship "William Chandler" of Liverpool.	Rescuing at great risk the crew of the "America," that vessel being waterlogged and unmanageable off Algoa Bay.	August 2, 1862 -	A telescope, value *5l. 15s. 6d.*	Public vote.
Captain John James, master of the British ship "Able Seaman."	Rescuing from their disabled vessel, in lat. 47° 40′ N., long. 47° 21′ W., the crew of the ship "Canada." The rescued men were landed at Quebec.	April 28, 1863 -	A telescope, value *5l. 5s.*	Public vote.
Captain C. J. Card, master of the ship "Bushire" of St. John's, N.B.	The barque "Hiawatha" was dismasted and on her beam ends, when the "Bushire" bore down to her assistance and sent off a boat manned by the chief mate and two men, but in consequence of the heavy sea it was upset, and the three men lost; another boat, manned by the men named in the margin, was then launched, which succeeded in rescuing the crew (nine in number) from the wreck. They were landed at London 22 days afterwards.	June 29, 1863 -	A sextant, value 20*l.* and 17*l.* 1*s.* for subsistence.	Public vote.
B. Salter - - -		- - -	*2l.* each - -	
J. Boberg - -		- - -		
J. Philips - - - Seamen.		- - -		
Captain Joseph Burton, master of the barque "Wild Horse" of Windsor, N.S.	Rescuing from their disabled vessel the crew of the "Wanderer" of Londonderry, who were treated with great kindness, and landed at Halifax 28 days afterwards.	Oct. 7, 1863 -	A binocular glass, value *6l. 6s.*	Public vote.
Captain Thomas Eales, master of the British barque "Our Queen."	The "Meerschaum" was wrecked on Investigator N.W. Shoal in the China Seas, 2nd November 1863. On the morning of the 20th the barque "Our Queen" picked up a boat with the master and 16 of the crew, who were in a very precarious state, having only one plank and a half out of water, and provisions exhausted. They were on board 10 days and treated with great kindness, and were landed at Aujer. The chief officer and 10 of the "Meerschaum's" crew were picked up by another ship and landed at Singapore.	Nov. 20, 1863 -	A telescope, value *5l. 5s.*	Public vote.
Captain George Erwin, master of the barque "Paragon" of Bridgwater.	Rescuing the crew from the waterlogged vessel "Charles" of Dartmouth in lat. 42° 20′ N., long. 30° 30′ W., and landing them at Cardiff on the 4th December.	Nov. 20, 1863 -	A telescope, value *5l. 15s. 6d.*	Public vote.
W. Berriman, mate of do.		- - -	A quadrant, value *5l. 5s.*	
Four seamen of do. -		- - -	1*l.* each - -	
Owner of "Paragon" -		- - -	20*l.* 17*s.* 6*d.* for subsistence.	

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
George Greenham and four others, crew of the pilot cutter "Alarm."	When beating in from sea during a heavy gale the "Alarm" pilot boat succeeded in saving the crew of a fishing boat that had capsized, and also took in tow, and brought to a place of safety, two other fishing boats that were drifting out to sea.	Dec. 2, 1863 -	*5l.* Rewards were also presented to the pilots by some of the inhabitants of Portsmouth, to which port the fishing boats belonged.	Mer. Mar. Fund.
The master and crew of the schooner "Unity" of Portsmouth.	Five of the crew of the smack "Eagle" of London were in the boat, engaged in hauling in their fishing lines, when a gale arose, and darkness coming on they lost sight of their vessel; some hours afterwards they were picked up by the schooner "Unity" and were landed at Lowestoft.	Dec. 2, 1863 -	*5l.* - - -	Public vote.
Captain Charles Newman, master of the "Albion" of Cardiff.	The "Albion," bound from Cardiff to Alicante, fell in with the barque "Potentate" of London, when in a sinking state, in lat. 47° N., long. 9° W., and having stayed by her for seven hours, took the crew on board. With this addition to her numbers the water was insufficient for the voyage, and she was therefore put back to Falmouth, where the shipwrecked crew were landed.	Dec. 3, 1863 -	A telescope, value *5l. 15s. 6d.*	Public vote.
Captain S. Dunn, master of the ship "Isabella" of Folkestone.	Rescuing the crew of the barque "Bellairs" of Hull, from their boat, 10 miles N.E. of the Dudgeon Light, the barque having been abandoned in a sinking state.	Dec. 4, 1863 -	A binocular glass, value *6l. 6s.*, and *2l. 12s.* for subsistence.	Public vote.
Captain A. Howling, master of the S.S. "Ossian" of Leith.	The brig "Sea Walker," of and from London for Sunderland, having sprung a leak, was abandoned about 80 miles from the Isle of May. Her crew were picked up by the "Ossian" and conveyed to Berwick. In rendering this service Captain Howling incurred some risk, as the weather was very bad, and in bearing down to pick up the men his cargo shifted.	Dec. 7, 1863 -	A telescope, value *5l. 5s.*	Public vote.
Captain R. C. Cutting, master of ship "Adelaide" of Liverpool.	Taking from the waterlogged vessel "Polynesia" of Liverpool, the crew, 18 in number, who had been almost without food and water for 18 days; and treating them with kindness for 10 days, when they were landed at Liverpool.	Dec. 8, 1863 -	A binocular glass, value *6l. 6s.*	Public vote.
Elias Jean, master of the barque "Alice Jane" of Jersey.	When in lat. 47° 50′ N., long. 31° 40′ W., the "Alice Jane" observed signals of distress on board the "Martin Luther" of Ardrossan, and on bearing down to her assistance she was found waterlogged and disabled. The master and crew, 26 in number, were rescued and landed at Jersey 10 days afterwards.	Dec. 8, 1863 -	A telescope, value *5l. 5s.*	Public vote.
Captain Samuel Donaldson, master. John Williams - - George Southern - - William Thomas - - John Burns, of the barque "Persian" of Liverpool.	During a gale the schooner "Celia" sprung a leak and was in a sinking state, when the crew were rescued by a boat from the "Persian." The barque's boat sustained damage, and the men who manned her ran great risk in rendering the service.	Jan. 2, 1864 - - - - - - - - - - - - -	A telescope, value *5l. 15s 6d.* *2l.* - - *2l.* - - - *2l.* - - *2l.* - - - For damage to boat, *4l.*	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain James Lorway, master of the brigantine "Valorous" of Sydney, C.B.	The S.S. "Flora," bound from Bermuda to Halifax, was discovered in a sinking condition by the "Valorous" in lat. 33° 2′ N., long. 63° 3′ W. The crew went on board the "Valorous" in their own boats, and were landed at Bermuda on the following day. The deck load of the "Valorous" (Shooks, &c.) was thrown overboard to accommodate the rescued crew, and the ship (bound from Boston to Cuba) put into Bermuda to land them.	Jan. 10, 1864 -	A telescope, value 5*l.* 5*s.*, and 150*l.* as compensation for loss of cargo.	Public vote.
F. F. Roskell, master of the S.S. "Edinburgh" of Liverpool. R. S. Thompson, mate of do.	The "Eliza Ann" of Plymouth, during her voyage from Plymouth to St. John's, N.B., experienced a succession of terrific gales and became waterlogged. The crew, unable to secure either provisions or water, were in a state of starvation, when the S.S. "Edinburgh" fell in with the wreck and rescued the survivors, 10 in number, seven men having previously died from exposure and starvation. One man died on the passage to New York, where the remainder were landed on the 6th February. The master of the "Edinburgh" refused to receive subsistence money.	Jan. 25, 1864 - - - -	A sextant, value 20*l.* A quadrant, value 5*l.*	Public vote.
Captain John Bisson, master of the brig "Elizabeth Tatham" of London.	In consequence of strong winds and heavy sea, the ship "Appleton" of London sprung a leak, and the water gaining rapidly on the pumps, she was abandoned, and the crew taken on board the "Elizabeth Tatham" and landed at Coruna.	Feb. 11, 1864 -	A telescope, value 5*l.* 15*s.* 6*d.*, and 12*l.* 15*s.* for subsistence.	Public vote.
Captain J. Easton, master of the ship "Guadalquiver" of Liverpool. Owners of do. - -	Taking from their boats the crew of the barque "Luba" of Cape Town, from Leith for Table Bay, with coals, which was destroyed by fire in lat. 31° S., long. 17° W., and conveying them to Table Bay.	Feb. 11, 1864 -	A binocular glass, value 6*l.* 6*s.* 24*l.* 3*s.* for subsistence.	Public vote.
Captain Francis Runcie, master. James Runcie, mate - George Hay, seaman - John Hay, boy - - Crew of the schooner "James" of Banff.	An open boat with four pilots was drifting out to sea during a gale, when she was seen by the schooner "James" of Banff, which at some risk to herself, being in distress at the time, bore down and picked up the men, who otherwise would, in all probability, have perished.	Feb. 13, 1864 - - - - - - - - - -	2*l.* 10*s.* - - - 1*l.* - - - 1*l.* - - - 10*s.* - -	Mer. Mar. Fund.
John Butterfield, master of the steam tug "Robert Owen." And to six of the crew of do.	The master of the steam tug "Robert Owen," at the risk of sinking his own vessel, ran her between the masts of the brig "William and Richard," and succeeded in picking up most of the crew of that vessel, she having suddenly foundered while they were working at the pumps.	Mar. 1, 1864 - - - -	A telescope, value 5*l.* 5*s.* 10*s.* each.	Mer. Mar. Fund.
Captain Holliday, master of the British ship "Majestic" of Liverpool	Bearing down to the wreck of the schooner "Acadienne" of Digby, N.S., off Cape Hatteras, and taking off the master and crew and conveying them to Philadelphia, for which he declined to receive the customary compensation.	Mar. 28, 1864 -	A telescope, value 8*l.* 8*s.*	Public vote.

II.—Services rendered by Fishing Smacks and Salvage Smacks at Sea.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
John Pound and four others, crew of the smack "Edwin" of Hull.	Rescuing the crew from the sinking vessel "Mark Breeds," she having sprung a leak which could not be kept under. The sea being very high at the time the service was rendered, it was attended with considerable risk.	Oct. 30, 1863	5*l.* between them	Public vote.
Henry Dore and five others, master and crew of the smack "Edward."	Rescuing at great risk, during a heavy sea, the crew of the brig "David Legg" of Arundel, that vessel having sprung a leak, and being in a sinking state. The shipwrecked men were landed three days afterwards at Yarmouth. The smack lost 8 days fishing in consequence of leaving their station to land them.	Nov. 1, 1863	4*l.*	Public vote.
For loss of fishing and subsistence.			11*l.*	
John Potter, master of smack "Angler."	The brig "William George" was in distress, when the smack "Angler" bore down to her assistance, and placed men on board, and took the vessel in tow, but the tow rope breaking and the vessel being fast sinking, the crew were taken on board the "Angler" and landed at Hull.	Nov. 2, 1863	3*l.*	Public vote.
Thomas Stokes, mate			2*l.*	
John Hairy			2*l.*	
Robert Briggs, Andrew Bailey — Apprentices.			10*s.*	
			10*s.*	
Owner for loss of time, provisions, and hawser.			7*l.*	
Joseph May, master of the fishing smack "Admiral" and crew, four in number.	Taking off the crew of the "Mary and Eliza" of Portsmouth, when in a sinking state, she having sustained much damage during a heavy gale.	Nov. 3, 1863	10*l.*	Public vote.
Crew of the "Wonder," seven persons.	The ship "Amazon" of New York, was at anchor at the entrance of the Gull Stream, when she took fire from some cause unknown. The flames being seen by the luggers "Princess Mary" and "Fame" and the steam tug "Wonder," they bore down to render assistance, and succeeded in taking off the whole of the crew and passengers, and a pilot, in all 88 persons.	Nov. 4, 1863	10*l.*	Public vote.
Crew of the lugger "Princess Mary," 10 persons.			5*l.*	
Crew of the lugger "Fame," 12 persons.			5*l.*	
William Leppine, master	Rescuing at considerable risk the crew of the smack "Seven Brothers," that vessel being disabled and in a sinking state in the North Sea.	Dec. 3, 1863	3*l.*	Public vote.
John Gallant			2*l.*	
James Roberts			2*l.*	
John Adams			1*l.*	
Crew of the smack "Ezra" of Great Yarmouth.				
Owners for provisions and bringing the men from the Dutch coast.			10*l.*	Public vote.
The master and crew of the smack "Echo."	While fishing in the North Sea, the smack "Pelican" sprung a leak, lost her boat, &c.; when nearly full of water, the crew were taken off by a boat from the "Echo."	Dec. 3, 1863	10*l.*	Public vote.
Robert George, master	The smack "Fortitude" of Yarmouth was in distress off the coast of Holland, with boat and one of the crew washed away, when the "Catherine" bore down to her assistance, and W. Wilson and W. Hemp attempted to rescue the survivors of crew, by means of their boat, but that being capsized they were both drowned. Neither smack had now a boat, and as a last resource, the master of the "Catherine" ran his vessel alongside the "Fortitude, and succeeded in taking off the men. The risk was very great.	Dec. 4, 1863	5*l.*	Public vote.
Henry Roberts, boy			1*l.*	
Widow of W. Wilson, seaman.			25*l.*	
Widow of W. Hemp, seaman.			20*l.*	
Crew of the smack "Catherine" of Yarmouth."				
Owner for compensation and loss of fishing.			40*l.*	
Do. for subsistence			1*l.* 10*s.*	

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Handel Bridge, master William Hoyle Richard May Alfred Webb } Seamen. John Wilkin John Goole Edward Davis } Boys. Master and crew of the smack "Violet."	At great risk of life, the master of the smack "Violet" launched his boat, and saved the lives of the crew of the brig "Luna," that vessel being in a sinking state. The boat was manned by Hoyle, May, and Webb.	Dec. 4, 1863	2*l.* 2*l.* 2*l.* 2*l.* 1*l.* 10*s.* each	Public vote.
Jacob Wiseman, mate Thomas Clarke } Seamen. Charles Jones Chas. Butterfield, master, and remainder of crew of the smack "Alfred" of London. Owner for loss of fishing Repair of boat For subsistence	The Brig "John and Jane" was in a sinking state in the North Sea, when the smack "Alfred" bore down to her assistance, and launched a boat manned by Wiseman, Jones, and Clarke, who at great risk proceeded to the wreck, and took off the crew, who were afterwards landed at Grimsby.	Dec. 4, 1863	2*l.* 2*l.* 2*l.* 10*l.* 10*l.* 2*l.* 2*l.* 0*s.* 6*d.*	Public vote.
William Gilbert, master Francis Miller George Godby Morris Wallis Robert Reddon Thomas West Crew of the smack "Harriet" of Great Yarmouth. Owners for compensation	A boat was launched from the "Harriet," manned by A. Godby and M. Wallis, who at great risk, owing to the heavy sea, rescued the crew of the "Agenoria" of Yarmouth, she being on her beam ends and sinking.	Dec. 4, 1863	3*l.* 2*l.* 3*l.* 3*l.* 10*s.* 10*s.* 10*l.*	Public vote.
James Wood, master John Bartlett, mate Samuel Perry, seaman Joseph Miller, apprentice Charles Vinton, apprentice Crew of the smack "Uncle Tom" of Dartmouth.	A heavy sea struck the "Friedrich Franz" causing her to become leaky, and sweeping away the boats, &c. On the following day, when in a disabled state and having 9 feet water in the hold, she was fallen in with by the "Uncle Tom," which attempted the rescue of the crew by means of a line, but the first man who attempted to get on board the smack by that means was drowned. Captain Wood and the seaman Perry (the mate refusing to go) then launched the smack's boat, and at great risk, owing to a heavy gale and sea, succeeded in rescuing the remainder of the crew of the barque (12 persons.)	Dec. 4, 1863	A bronze medal and 2*l.* Nil. A bronze medal and 2*l.* 1*l.* 1*l.*	Public vote.
Edward King Samuel Flaxman Two of the crew of the Smack "Rupecola" of Great Yarmouth. The master and remainder of crew.	During a violent gale the smack "Fearnought" became disabled. Her crew were rescued by a boat from the "Rupecola," manned by King and Flaxman. The risk was great, owing to the heavy sea, and the boat was damaged.	Dec. 4, 1863	2*l.* each 6*l.* between them	Public vote.
Philip Eee, master William Killet, mate John Peacock, seaman William Johnson } Apprentices. Edwin Shaw Crew of the smack "Neva" of Hull. Owners for loss of time, &c.	The "Neva" sent a boat and took off the crew of the "Zion," when the latter was in a sinking state. The two men who manned the boat, William Killet and John Peacock, ran great risk of losing their lives, as the sea was very high.	Dec. 4, 1863	2*l.* 2*l.* 2*l.* 10*s.* each 3*l.*	Public vote.
The master and crew of the smack "Dasher" of Hull. Owners for compensation	The schooner "John Thomas," was dismasted and much damaged during a hurricane in the North Sea, and the crew, finding it impossible to save her, left in their boat and got on board the smack "Dasher," in which they were conveyed to Hull. To perform this service the "Dasher" had to leave her fishing ground.	Dec. 4, 1863	5*l.* 10*l.*	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
The master and crew of the smack "Rechabite" of Yarmouth.	Rescuing the crews of the smack "Harriett Todd" and sloop "Joseph," both vessels being disabled and in a sinking state, in consequence of a heavy gale in the North Sea. The crews were afterwards landed at Yarmouth.	Dec. 5, 1863 -	10*l.* - - -	Public vote.
Master and crew of the smack "Prince Alfred" of Grimsby.	A flag of distress was shown by the barque "Blonde," she having encountered a hurricane and become very leaky; the smacks "Prince Alfred" and "Coquet Water" bore down to her assistance, and each placed two men on board the barque to assist in pumping, but being unable to keep her from sinking, the crew were taken off and divided between the two smacks.	Dec. 7, 1863	10*l.*, to be apportioned as the men may themselves determine.	Public vote.
Master and crew of the smack "Coquet Water."		- - -	10*l.* do. do. -	
William Brown - -	The smack "Ebenezer," dismasted and leaky, was towed for three days by the "Enterprise," when, owing to increased leakage, it was found necessary to abandon her, the crew being taken off by a boat from the "Enterprise," at great risk, in consequence of the violence of the wind and sea.	Dec. 8, 1863 -	10*l.* - -	Public vote.
Richard Price - -		- - -		
William Goodwin -		- - -		
James Feakes - -		- - -		
Crew of the smack "Enterprise" of London.				
The master and crew of the smack "Daphne" of Faversham.	Rescuing the crew of the schooner "Lively," who had taken to their boats, their vessel having gone ashore, and a heavy sea breaking over her.	Dec. 11, 1863 -	5*l.* to be divided amongst them.	Public vote.
The master and crew of the lugger "Eliza" of Great Yarmouth.	Rescuing the crew of the steam tug "Volunteer," that vessel having sprung a leak which the crew were unable to keep under.	Dec. 11, 1863	10*l.* to be divided amongst them.	Public vote.
Thomas Carter and five others, crew of the lugger "Naomi" of Penzance.	The schooners "Emblem" and "British Queen," having been in collision, were abandoned in a sinking state. Their crews were rescued by the "Naomi."	Dec. 30, 1863 -	2*l.* between them -	Public vote.
Thomas Crane - -	Rescuing, by means of the smack's boat, a part of the crew of the brig "Elise" of Stettin, which was stranded on the Long Sand during a gale. The master, mate, and three boys belonging to the brig were lost.	Jan. 4, 1864 -	3*l.* - - -	Public vote.
Thomas Thompson -		- - -	2*l.* - -	
Charles Bennett - -		- - -	2*l.* - - -	
Robert Martin - -		- - -	2*l.* - -	
Richard Youngs -		- - -	1*l.* - - -	
William Crane - -		- - -	1*l.* - -	
Master and crew of the smack "Queen" of Harwich.				
The owners of the smack "Favorite."	The sloop "Robert and Ann" was in collision with the schooner "S. Loyds," when the former received so much damage that the crew abandoned her, and went on board the schooner, until the following morning, when they were taken on board the smack "Favorite," which gave up fishing to proceed with them to Lowestoft.	Jan. 25, 1864 -	5*l.* as compensation for loss of time.	Public vote.
Henry Terry, master of the smack "British Queen."	Taking the crew from the wreck of a French vessel, stranded on the Braak Sand near Dunkirk. This service was rendered at considerable risk, a heavy gale blowing at the time.	Mar. 7, 1864 -	2*l.* - - -	Public vote.
James Terry, mate of do.		- -	1*l.* 10*s.* - -	
John Wellard - -		- - -	1*l.* - -	
John Jell - - -		- - -	1*l.* - - -	
Seamen of do. -				
The master and crew of the smack "Jane" of London.	The crew of the collier barque "Edith Jane" of Liverpool abandoned their vessel (she having 9½ feet water in the hold) and went on board the smack "Jane." The "Jane" went to the Humber expressly to land the shipwrecked men, and her crew lost their fishing for that night.	Oct. 18, 1864 -	10*l.* to be divided amongst them.	Public vote.
Owners of smack for loss of fishing.		- - -	5*l.* - - -	

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
The master and crew of the smack "Victoria." The master and crew of the smack "Paragon."	During a gale the brig "Juniatta" of Hartlepool, struck on the Cork Sand, and the crew took to the rigging until she broke up, when they were cast adrift on the foremast, from which all were washed and drowned excepting the master and one man, who were rescued by a boat from the "Victoria," manned by the master and one of the crew of each of the two vessels "Victoria" and "Paragon."	Nov. 24, 1864 -	10*l.* to be divided amongst them.	Public vote.

III.—Services rendered by Boats from the Shore, or by Lines from the Shore, or by Swimming or putting off from the Shore.

William Thomas and six others.	For going off at midnight in a shore boat, in very bad weather, and rescuing the crew (five in number) of the "Scottish Lass" of Belfast, which vessel had gone ashore in East Bay, Holyhead, during a very heavy gale.	Dec. 3, 1863 -	1*l.* each - -	Mer. Mar. Fund.
Lewis Williams, seaman -	The "Helen Campbell" went ashore on the rocks off Clipera Point, and the crew would have been lost but for the skill and courage displayed, by Williams, who waded into the sea, got a rope on shore, made a cradle, and, with assistance, landed the crew.	Dec. 3, 1863 -	Bronze medal and 2*l.*	Mer. Mar. Fund.
John Edwards - - John Jones - - Lewis Jones - - Edward Jones - - Owen Jones - -	These men went off in their own boat, during a very heavy gale, and at great personal risk rescued the crew of the brigantine "Pearl" of Fowey, which had become disabled and was driving towards the shore.	Dec. 3, 1863 - - - - - - - - - - - - -	1*l.* each - -	Mer. Mar. Fund.
Henry Naunder - - Daniel Hallahan - John Prout - - Coastguard men. Widow and three children of John Winter, a Coastguard man. Jacob Robb - - James Martin (1) - - James Martin (2) - - Fishermen. Widow and three children of John Hamill, a fisherman.	The "Providence" of Coleraine, was off Carron Point, County Antrim, in a disabled state, having lost spars, &c., when she was boarded by four of the Coastguard and five fishermen, who went to render assistance. After they had got on board a storm arose, and the vessel drifted on shore and broke up; three of the crew, two fishermen, and J. Winter, a Coastguard man, were drowned.	Dec. 3, 1863 - - - - - - - - - - - - - - - - - - -	2*l.* each - - 30*l.* - - - 2*l.* each. - - 30*l.* - -	Mer. Mar. Fund.
Robert Rees - - Griffith Williams - - William Jones - -	During a violent storm the master of the sloop "Bardsey" of Carnarvon, at Porthdinlleyn, and a boy (the other hand on board having previously died) left the vessel in her boat, but she was swamped, and they were being carried away by the waves when Rees fastened a rope round his waist, plunged into the sea, and saved the master. He then again went in and succeeded in rescuing the boy. Williams and Jones assisted in landing the rescued persons.	Dec. 3, 1863 - - - - - -	Bronze medal - 10*s.* each - -	Mer. Mar. Fund.
John Norquoy - - James Lampson - - William Mowat - - Robert M'Kay - - James Nicolson - - James M'Kay - -	Launching a boat from the shore, and going to the rescue of the "Christian August," that vessel being stranded in Longhope Roadstead. With much difficulty they boarded the vessel, but were then unable to return in the boat, and the whole were landed by means of a rope floated to the shore.	Dec. 12, 1863 - - - - - - - - - - - - - - - -	1*l.* each - -	Mer. Mar. Fund.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
John Sharman Charles Purvis Edward Vincent Coastguard boatmen. Seven Beachmen	The sloop "Betsy" of Middlesbro' parted from her anchors and drove ashore near Saltfleet, during a strong gale. Her crew (two men) took to the boat, which capsized, and one man was drowned. The other man clung to the wreck for 12 hours, when he was rescued by the Coastguard, who went into the sea up to their necks, and threw him a life buoy.	Dec. 17, 1863	1*l.* each 5*s.* each	Mer. Mar. Fund.
William Robson and 10 other fishermen.	The sloop "Hopper" of Montrose was run ashore in a gale, near North Sunderland. A coble was carried over the rocks, launched opposite the sloop, and manned by 11 fishermen, who succeeded in taking off the crew.	Dec. 22, 1863	10*s.* each	Mer. Mar. Fund.
Peter Jenkins John Stockley George Sullivan Thomas Coghlan Coastguard men at Ballyhalbert.	For putting off in their boat, and rescuing, the crew of the stranded vessel "Countess of Morley."	Jan. 9, 1864	2*l.* each	Mer. Mar. Fund.
John Aiken, chief boatman at Portstewart Station. Alexander Frizzle Randal McDonald William McKirgan James Turbott John Turbott Fishermen.	During a heavy gale a fishing boat belonging to Portstewart, failing to gain the harbour, was being driven out to sea, when she was was observed by Aiken and the fishermen on shore, who manned a boat and went to the rescue, and succeeded in bringing back the vessel and crew in safety.	Jan. 11, 1864	2*l.* 1*l.* each	Mer. Mar. Fund.
Joseph Mountstephens Frederick Gray Coastguard men. John Morrison and eight others, fishermen of Ballywalter, Co Down.	Putting off in two shore boats, and rescuing from the rigging of the "Daniel Webster" of Belfast, which had driven on to the rocks off Ballywalter during a strong gale, the crew (six persons).	Jan. 17, 1864	1*l.* each	Mer. Mar. Fund.
James Curran, coxswain James Cully David McVay John McVay William Blakely Hugh McMaster Crew of the boat "Mary Ann" of Ballyhalbert.	Launching a boat, and proceeding, at great risk, to the rescue of the crew of the stranded vessel "Emma" of Wigtown, and taking from the rigging of that vessel the master and one man, the remainder (3) having been washed off and drowned.	Jan. 17, 1864	3*l.* 2*l.* each.	Mer. Mar. Fund.
Frederick Collins Henry Lawley David Chelan Charles Ellis Coastguard men.	Rescuing the crew from the rigging of the stranded vessel "Friends" of Wells, by the life boat from Donna Nook Station.	Feb. 4, 1864	10*s.* each	Mer. Mar. Fund.
George Allen, Senior, and 12 other fishermen.	For launching two boats through a heavy surf, and at great risk, and picking up three men who had formed the crew of an open fishing boat that had been capsized by a heavy sea breaking into her.	Feb. 4, 1864	4*l.*	Mer. Mar. Fund.
William Buck, Esq., chief officer. William Smith John Ball Chris. Patterson John Leggett Coastguard men of No. 36 Tower Station The widow and three youngest children of George Terry, coastguard man.	For putting off in the station boat to rescue the master of the smack "Thetis" of Jersey, who was seen clinging to the masthead of his vessel, which had foundered. Having with great difficulty taken him off the wreck, the men were returning to the beach when a heavy sea struck the boat, filled her up to the thwarts, and washed out of her George Terry, who was drowned.	Feb. 13. 1864	A silver medal 2*l.* 2*l.* 2*l.* 2*l.* 25*l.*	Mer. Mar. Fund.
Henry Lawley, commissioned boatman. James Springgay, boatman.	These men went off in the life boat at Donna Nook station, and assisted in rescuing 12 persons from the ship "Vanclusse" of Liverpool, stranded on Haile Sand.	Feb. 18, 1864	10*s.* 10*s.*	Mer. Mar. Fund.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Peter Jenkins John Stockley George Sullivan Thomas Coghlan Coastguard at Ballyhalbert Station.	Launching, at great risk, a small boat, and going to the rescue of the crew of the smack "Emily" of Llanelly, who had taken refuge on Burr Island, their vessel having foundered.	Mar. 6, 1864	10*s.* each	Mer. Mar. Fund.
James Clancey John Renowden Coastguard boatmen, Poor's Head Station	The barque "Orient" of Liverpool went on shore about 25 miles from Cork Harbour. The crew were landed by the rocket apparatus, with the exception of two who preferred landing in one of the barque's boats. On nearing the shore the boat was swamped, and, driving on to the rocks, broke up, and the two men would have perished but for Clancey and Renowden, who, at the risk of their lives, succeeded in rescuing them.	May 14, 1864	2*l.* each	Mer. Mar. Fund.
Patrick Sweeny Patrick Walsh Patrick O'Brien John O'Brien Michael Griffin	Three hookers, laden with turf, were crossing Galway Bay, when a storm arose, and one of them was sunk. One of the crew was drowned before assistance could be rendered; three others and a woman were rescued at great personal risk by the crews of the other boats.	Aug. 22, 1864	1*l.* each	Mer. Mar. Fund.
Henry Lindsay, Esq, collector of customs.	The crew of the "Catherine" of Belfast had taken to the rigging in consequence of the stranding of their vessel, and she being too far from the shore for the rocket lines to reach her, a boat was launched and manned by the persons named, who, at great risk, owing to the night being very dark, rain falling heavily, and a strong gale blowing, succeeded in rescuing the crew.	Sept. 4, 1864	Silver medal	Mer. Mar. Fund.
John McLennan, chief boatman.			Silver medal	
James Kelly Mason Irving Robert Kendal Thomas Flood John McKearn Thomas Smith George McFarren Mariners, all of Maryport.			Bronze medal and 2*l.* each	
George Markwell Thomas Shell John Stephenson William Lilburn John Walker Fishermen of Holy Island.	The "William" of Shields sprung a leak and foundered eight miles E.S.E. of Longstone Light, Farn Islands. Her crew (four men) took to their boat and were picked up by the schooner "Mary and Margaret" of Lowestoft. The next day, when off Holy Island, a signal was made to the shore, and the men named put off, and at some risk took the shipwrecked crew from the schooner and landed them.	Sept. 9. 1864	10*s.* each	Mer. Mar. Fund.
Thomas Brown and five others, crew of boat.	The "Forrest" of Montrose stranded in a gale, on the Quay Rocks, near Cresswell, Northumberland. For the rescue of her crew (six in number) a coble was transported 1½ miles by the road, launched and manned by Thomas Brown and five other men, who, at considerable risk, succeeded in taking the crew from the wreck. The crew of the boat were also rewarded by the owner of the "Forrest" and others.	Oct. 23, 1864	15*s.* each	Mer. Mar. Fund.
Henry Brown and 10 others who assisted in transporting the coble.			7*s.* 6*d.* each	
Charles Bottrill James Thompson Coastguard men.	The schooner "Euphemia" of Aberdeen was stranded on a dangerous part of the coast near Fifeness, when a coble belonging to Meldrum was manned by himself and others, who, at great personal risk, succeeded in getting the crew on shore. The vessel broke up in ten minutes after they had left.	Nov. 17, 1864	2*l.* each	Mer. Mar. Fund.
George Clark, seaman Andrew Millar Thomas Brown Fishermen. Thomas Meldrum, blacksmith.				
John Mickie and others for assistance.			1*l.* 16*s.*	
For repair of boat			8*l.* 5*s.*	

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Erasmus Lewis -	The smack "Elcanor Grace" having been stranded at Linney Head, Pembrokeshire, the mortar apparatus was brought into use, and Lewis, at great risk, swam off to the wreck to give directions to the men as to the use of the line and whip. Starling and Russitor also rendered very valuable services.	Nov. 21, 1864 -	Bronze medal and 2*l.*	Mer. Mar. Fund.
William Starling - Coastguard men at Castletauk.		- - -	2*l.* - -	
William Russitor, farm servant.		- - -	2*l.* - - -	
B. Thompson and 13 other men, crew of the Kessingland life boat.	Rescuing the crew of the brig "Davenport" of Shields, they having taken to the long boat when their vessel foundered in Pakefield Gatway. The Kessingland life boat is the property of the boatmen.	Nov. 28, 1864 -	10*s.* each - -	Mer. Mar. Fund.

Table 28. List of PERSONS (Natives of Foreign Countries) to whom REWARDS have been granted by the BRITISH GOVERNMENT for gallant Services in SAVING LIFE FROM SHIPWRECK, &c., during the Year 1864.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Thomas Gouzalerj and 13 others, seamen of the port of Muros.	Manning a shore boat and with much risk rescuing the crew from the "Belsay Castle" of Sunderland, that vessel having dragged her anchors and become unmanageable in Muros Bay, during a heavy gale.	Nov. 1858 -	1*l.* each -	Public vote.
Captain A. Tellefsen, master of the Norwegian schooner "Oscar."	The "Millman" of Sunderland foundered in the North Sea, and the crew took to the boats and were picked up by the "Oscar," which conveyed them to Leith.	Dec. 5, 1860 -	A telescope, value 8*l.* 8*s.*	Public vote.
Francisco Carmona, master of a Spanish fishing vessel.	The "Lavinia," bound for Liverpool, with minerals, having discovered a leak when off Cape Saint Vincent, bore up for Cadiz, but foundered 30 miles N.W. of that port. The crew were picked up by a Spanish fishing craft and landed seven hours afterwards at the port of Santa Maria.	Sept. 5, 1862 -	6*l.* - - -	Public vote.
Captain H. C. Orr, master of American ship "Rising Sun."	The ship "Mindoro" of Liverpool was in a sinking state in lat. 59° 11′ S., long. 68° 4′ W., when the ship "Rising Sun" hove in sight and bore down to her assistance. After great exertions and risk, two boats having been stove in the attempts made, Captain Orr succeeded in getting the whole crew, 30 in number, on board his vessel. In consequence of this increase in numbers, the whole of the crew of the American ship, including the master, had to be put on short allowance of water. After being on board 40 days, the rescued men were landed at the Chincha Islands, Captain Orr having to make a deviation of from 25 to 30 days in order to land them.	Oct. 21, 1862 -	A gold watch, value 26*l.* 5*s.*	Public vote.
Owners of ship on account of deviation and detention of their vessel.		- - -	350*l.* - - -	

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Charles Huland, master of French ship "Zanzibar." To the five seamen who manned the boat by which the rescue was effected.	Manning the boat of the "Zanzibar" and at great risk taking the crew, 25 in number, from the waterlogged and disabled vessel "Persian" of London, in lat. 32° 50′ N., long. 38° 37′ W., and landing them 13 days afterwards at Havre.	Jan. 25, 863 - - - -	A sextant, value 20*l.* 1*l.* each - -	Public vote.
C. Burger and seven others, of the Goree pilot boat No. 3.	The schooner "Empress" of Ipswich got on the Ooster Bank and foundered, leaving the masts out of water, from the rigging of which the crew were rescued by the Goree pilot boat.	Jan. 29, 1863 -	10*l.* - -	Public vote.
Captain Van Staphorst, H.N.M. frigate "Prins Alexander der Nederlanden." Dutch Admiral - -	The "Sarah Scott," of and from Sunderland to Shanghai, experienced a succession of gales for more than 20 days, which caused the ship to spring a leak. Being in a sinking state, signals of distress were shown, and observed by H.N.M. frigate "Prins Alexander der Nederlanden," which immediately bore down to her assistance. The master and crew of the "Sarah Scott" went on board the frigate in their own boats, and were landed at Batavia on the 4th July, after being on board one month. The Admiral on station declined to receive any payment on account of expenses incurred while the seamen were on board the Dutch frigate.	June, 1863 - - - -	A gold chronometer, value 50 guineas. Thanks of H.M.'s Government.	Public vote.
E. O. H. Delaselle, master of the French barque "Bordelais." Pierre Cassin, mate - The four seamen who manned boat.	The "Triumph" of and from Mauritius to Sydney had several planks at the bows stove in during a heavy gale. On the 9th she was discovered by the "Bordelais" (about 200 miles off Cape Race) waterlogged and unmanageable. Owing to the gale the "Bordelais" could not get alongside, but put off a boat manned by the chief mate and four seamen, who, after three hours constant labour, succeeded in transferring to the "Bordelais" the master and crew (13 in number), and also one female passenger, who were landed at Port Jackson on the 12th July. Captain Delaselle received the thanks of the Colonial Government, but declined accepting any compensation.	July 9, 1863 - - - - - - -	A sextant, value 20*l.* A quadrant, value 5*l.* 1*l.* each - -	Public vote.
Mr. R. Jeckel, of Hoien - Mr. H. Rodher - - Eleven men of first boat Eight men of second boat	The "Laurel" of Stockton was driven on shore on the Scaw Reef during a heavy gale. A boat manned by 11 men put off to render assistance, but was unable to remain by her, owing to the ship being on a dangerous part of the reef, and the heavy sea and surf. A second boat put off with lines, manned by eight men, and succeeded in rescuing the crew, eight in number. The 11 men in the first boat were in great danger, and had it not been for the second one would have driven out to sea. Mr. Jeckel, a merchant of Hoien, showed great courage and rendered much assistance in going out in the first boat. Also Mr. Rodher, who went in command of the second.	July 28, 1863 - - - - - - - - - -	A gold medal - A silver medal - 2*l.* each - - 1*l.* each - -	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain N. Nielson, master of the Danish barque "Eliza Kinch."	When on a voyage from Hyeres to Santos, the "Eliza Kinch" received the crew (six in number) of the sinking vessel "Ann" of Troon, treated them kindly and landed them at Gibraltar. The owner declined to receive any compensation for subsistence.	Sept. 23, 1863 -	A telescope, value *5l. 15s. 6d.*	Public vote.
Anton Màkàlà, of Laitsalmi.	The "Thrush" of Sunderland struck upon the desert island of Nerva, and immediately broke up, the crew saving nothing but what they had on. After being on the island 48 hours, Anton Màkàlà, who had heard of their condition, arrived in his coasting boat, and at great risk, as there was a heavy storm blowing, took them off the island and conveyed them to the mainland.	Oct. 31, 1863 -	A gold medal -	Public vote.
Crew of boat (seven) -		- - -	100 silver roubles -	
Barzillai Cook, master of the smack "Queen of the East."	Rescuing at great risk, in consequence of the heavy sea, the crew of the "Brigand" of Montrose, that vessel being in a sinking state, having sprung a leak during bad weather.	Nov. 4, 1863 -	*3l.* - -	Public vote.
John Mussared - -		- - -	*2l.* - - -	
James Dwight - -		- - -	*1l.* each - -	
William Foster - -		- - -		
Henry Bradley - -		- - -		
William Smith - -		- - -		
Crew of ditto.				
Owners of smack, for loss of fishing, provisions, &c. &c.		- - -	*5l.* - -	
Captain Gregorio Arregin, master of the Chilian schooner "Iris."	By spontaneous combustion of the cargo (coal) the barque "Usk" of Newport was burnt in lat. 38° S., long. 74° W., and the crew took to the boats. The master and four seamen were rescued four days afterwards by the "Iris," and the mate, six seamen, and a passenger were picked up by the "Guayucan."	Nov. 20, 1863 -	A telescope, value *5l. 15s. 6d.*	Public vote.
Captain T. Boden, master of the Chilian S. S. "Guayucan."		- - -	A telescope, value *5l. 15s. 6d.*	
Captain C. Holm, master of the Danish schooner "Alwilde."	The "Royal William" was in a sinking condition in the North Sea, when the "Alwilde," observing her signals of distress, came up and took the crew of the "Royal William" from their boat, in which they had left the wreck. The crew were treated with great kindness from the 22nd to 28th November, when they were put on board a pilot cutter off Orfordness.	Nov. 22, 1863 -	A telescope, value *5l. 15s. 6d.*	Public vote.
Owner of do. - -		- - -	*4l.* 13s. for subsistence	
Hermann Sandmann, master of the Hanoverian barque "Lutcken."	The "Hero of Kars" of Dundee met with bad weather, and was in a sinking state, when the Hanoverian barque "Lutcken" came up, and with much difficulty picked up the crew, who had left their vessel in the small boat.	Nov. 1863 -	A telescope, value *5l. 15s. 6d.*	Public vote.
J. H. Van Santen, master of Bremen S.S. "Hansa."	Rescuing from their sinking vessel, which had been disabled in a violent gale when about 30 miles from the Texel, the crew of the S.S. "Alert" of Hull (six in number). One of the "Hansa's" lifeboats was stove in the attempt to launch her; a larger one was then launched, and the mate and four seamen, who manned her, ran great risk of losing their lives.	Dec. 4, 1863 -	A binocular glass, value *6l. 6s.*	Public vote.
L. H. Lahmeyer, first officer of S.S. "Hansa."		- - -	A quadrant, value *5l. 5s.*	
Crew of lifeboat (four)		- -	*1l.* each - -	
O. P. Heyn, master of Bremen barque "Hansa."	The British cutter "Harry" of London was dismasted, and had three men washed overboard during a violent gale; the remainder of the crew, four in number, were quite exhausted and could not have lived 24 hours longer, when they were observed by the barque "Hansa." The mate of that vessel put off in the boat, and at the risk of his own life succeeded in rescuing the shipwrecked crew. They were treated with great kindness on board the "Hansa," and landed at Bremerhaven.	Dec. 4, 1863 -	A telescope, value *5l. 15s. 6d.*	Public vote.
J. Sellman, mate of do. -		- - -	A quadrant, value *5l. 5s.*	

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
E. J. Christensen, master of the Norwegian barque "Neptune."	Taking the crew (10 in number) from the waterlogged vessel "Orion" of Hartlepool, off the Dogger Bank, and landing them 17 days afterwards at Orfordness.	Dec. 4, 1863 -	A telescope, value *5l. 15s. 6d.* Also, subsistence *13l. 3s. 6d.*	Public vote.
Capt. R. M. Eckhoff, master of the Hanoverian vessel "Heinrich."	The "Eliza Jane" was abandoned at sea on the 4th Dec. 1863, and the crew (seven in number) and the master's wife were picked up by the "Heinrich," and landed at Bremerhaven on the 7th December.	Dec. 4, 1863 -	A telescope, value *5l. 5s.*	Public vote.
George C. Berry, master of the U. S. schooner "A. S. Eels."	The S.S. "Eva" was in a sinking state in lat. 38° 33′ N., long. 33° 59′ W., when she was fallen in with by the schooner "A. S. Eels," which remained by her until the next day, when she received on board the "Eva's" crew and passengers, (45 in all,) and deviating from her course, took them to Terceira, but finding few English ships there, Captain Berry offered to take to Lisbon as many as his vessel could accommodate, of which offer the master of the "Eva" and 7 others availed themselves.	Dec. 4, 1863 -	A gold watch, value 25 guineas.	Public vote.
Captain Olsson, master - Carl F. Lundgrew, mate - J. P. Ahngvist, seaman of the Swedish brig "Umea."	The "Telegram" was in danger of foundering in lat. 56° 49′ N. long. 5° 31′ E., when the Swedish brig "Umea" (Capt. Olsson) came in sight. With much difficulty the boat of the "Umea" was got out and manned by the mate and one seaman, who at great risk to themselves succeeded in saving the master and crew of the "Telegram."	Dec. 5, 1863 - - - - - - -	A telescope, value *5l. 5s.* *2l.* - - - *1l.* - -	Public vote.
Captain D. P. Vos, master of the Dutch galliot "Marchiena Rosette."	The "Alchymist" of Middlesbro' was abandoned in a sinking state in the North Sea, and the crew were rescued from their open boat by the galliot "Marchiena Rosette."	Dec. 5, 1863 -	A binocular glass value *6l. 6s.*	Public vote.
Captain Nissen, master of the Danish vessel "Cito."	Rescuing the crew (four in number) from the wreck of the "George" of Whitby, in the North Sea, and landing them 10 days afterwards at Christiansand.	Dec. 6, 1863 -	A telescope, value *5l. 15s. 6d.* For deviation from course *25l.* And for subsistence *4l.*	Public vote.
Captain J. Fretwurst, master of the "Dorette" of Rostock. Do. - - -	The "Providence" of Lerwick was waterlogged and drifting about at the mercy of the sea, when the "Dorette" fell in with her and took off her crew, and having kept them on board seven days, landed them near Krageroe in Norway.	Dec. 6, 1863 - - - -	A telescope, value *5l. 5s.* *2l. 16s.* for subsistence.	Public vote.
Captain John E. Ryberg, master. Johann A. Arfividson, mate. Carl E. Patterson - Boige A. Jenson - Seamen of the Swedish brig "Maria."	The "Kelloe" was waterlogged in lat. 55° 10′ N., long. 4° 12′ E., and the crew had taken refuge in the foretop in consequence of the heavy sea breaking over the deck. They had been exposed in the top for 52 hours when the wreck was descried by Capt. Ryberg, and he sent a boat, manned by the mate and two seamen, who with great difficulty rescued the crew and conveyed them on board the "Maria," where all their wants were attended to. They were landed at Lowestoft 14 days afterwards.	Dec. 6, 1863 - - - - - - - - - -	Sextant, value *20l.* - *1l.* each.	Public vote.
Anjeldo Balpardo, master of Spanish ship "Arizona."	The "Lammermuir" of London was lost on a reef in the Macclesfield Channel, Gaspar Straits. The master and crew (26 in number) took to their boats and were picked up by the captain of the "Arizona," who supported them for 30 days on his own rations.	Jan. 1, 1864 -	A telescope, value *5l. 15s. 6d.*	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain Hector, master of the French barque "Felix Bernarbo."	On the 1st January 1864 signals of distress were observed by the ship "Felix Bernarbo," upon which she bore down to the vessel, which proved to be the "John Linn" of Liverpool, in a sinking state, having sprung a leak on the 7th December in lat. 1° 55′ N., long, 29° 39′ W. The crew (30 in number) were transferred to the French vessel, and during the 10 days they were on board, were treated with the utmost kindness and attention, and for which compensation was refused.	Jan. 1, 1864 -	A gold chronometer, value *52l.* 10*s.*	Public vote.
Capt. A. Tigerhjelm, master of the Swedish barque "Flamingo."	The "Arica" of Aberystwith had lost her masts and become unmanageable, when on the 7th January the Swedish barque "Flamingo" hove in sight. An attempt made to tow the "Arica" to the nearest port was given up in consequence of the tempestuous weather, and the master and three seamen of the "Flamingo" manned their boat, and at considerable personal risk saved the master and crew of the Arica, and kept them on board the "Flamingo" till the 10th January, when they were landed at Barcelona. Captain Tigerhjelm declined to receive any payment either for expenses or for the deviation from his course.	Jan. 8, 1864 -	A sextant, value 20*l.*	Public vote.
Three seamen - -		- - -	1*l.* each.	
Captain Don Juan B. de Baxeno, master of the Spanish brig "Oquendo" of Bilbao.	Rescuing the crew of the schooner "Pillgwenlly" of Newport (Mon.), when that vessel was in a sinking state, about 60 miles west of Cape Clear.	Jan. 9, 1864 -	A telescope, value *5l. 5s.* And *2l.* 17*s.* for subsistence.	Public vote.
Vito de Bellio - -	The "Susannah" of Newport drove from her anchors off the port of Monopoli, and struck on the rocks, and, as the sea began to make a breach over her, the master and crew were compelled to take to the boat. Just before reaching the shore the boat capsized, and the men were assisted in getting to land by some of the seamen of the place, who went into the water and dragged them on shore.	Jan. 12, 1864 -	Silver medal each -	Public vote.
Girolanio Givri - -		- - -		
Pietro Geuga - -		- - -		
Guiseppe Sihena -		- - -		
Pietro Rota - -		- - -		
Emmanuele Salerno -		- - -		
Congretation of Charity Paolo Santa Menga Caolo Colrianni.		- - -	Thanks of Her Majesty's Government.	
Captain Hägglund, master of the Swedish schooner "Rapide."	Picking up at sea, from their boats, the crew of the "Cassauge," their vessel having been burnt on the 7th January in lat. 18° 00′ S., long. 26° 13′ W. The "Rapide" was bound for Rio Grande but put into Rio de Janeiro, specially to land the rescued crew.	Jan. 12, 1864 -	A telescope, value *5l.* 15*s.* 6*d.*	Public vote.
The master and crew of the Dutch boat "Twee Gebroeders."	The ship "Lymm Gray," on a voyage from Galatz to Rotterdam, was cut by the ice and foundered in front of the harbour of Hellevoetsluis. The Dutch boat "Twee Gebroeders," manned by nine men, went to the assistance of the crew, and after 24 hours exertion succeeded in landing them. The weather was exceedingly thick and the current driving the ice rapidly, and the boat's crew ran considerable risk in effecting the rescue.	Jan. 14, 1864 -	10*l.* to be divided amongst them.	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain G. Samson, master of the "Jacob A. Stamler" of New York.	The "Stadacona" of Poole, having sprung a leak, was abandoned in lat. 45° 20′ N., long. 31° 00′ W. Her crew took to the boat, from which they were rescued by the "Jacob A. Stamler," which bore down to render assistance. The owners of the "Jacob A. Stamler" declined to receive remuneration for subsistence of the crew of the "Stadacona."	Jan. 16, 1864 -	A gold chronometer, value 50*l.*	Public vote.
Augustin Repetto, master of the Italian barque "Madalena."	The "Eagle" of Falmouth was abandoned in a sinking state in lat. 40° 15′ N., long. 10° 30′ W. The crew, consisting of 11 men, were received on board the "Madalena" of Genoa, and were treated with great kindness for 11 days, when they were landed at Gibraltar, into which port the vessel put for that purpose, her destination being Odessa. No claim was made for subsistence.	Jan. 17, 1864 -	A sextant, value 20*l.*	Public vote.
Capt. J. H. Chamberlain, master of the American ship "Liverpool."	Taking the crew from the disabled vessel "Vesta" of Bideford. The life boat of the "Liverpool" not being able to get alongside the "Vesta," the crew of the latter were obliged to jump overboard and swim to the boat; all succeeded in reaching her but the master's nephew. The owners of the "Liverpool" declined to receive any compensation for subsisting the crew.	Jan. 17, 1864 -	A gold chronometer, value 52*l.* 10*s.*	Public vote.
Charles White, 3rd mate -		- - -	2*l.* - - -	
John Johnson, carpenter -		- - -	1*l.* 10*s.* each -	
Patrick Collins, seaman -		- - -		
William Reeves ,, -		- - -		
Martin Quinney ,, -		- - -		
William Thompson ,, -		- - -		
George Makin ,, -		- - -		
The crew of New York Pilot Boat "Fannie."	The "Viator" of Lunenburg, N.S., was driven on the Romer Shoals in the Lower Bay (New York), and when in this condition was run into by another ship, which stove in the starboard side. She shortly afterwards turned on her broadside, the sea making a clean breach over her. The crew secured themselves between the house on deck and the bulwarks, and remained in this exposed situation without food and with their clothing covered with ice for nine hours, when they were seen by the pilot boats "Moses H. Grinnell" and "Fannie," which immediately came to their assistance, and with much difficulty and risk, the sea running very high, rescued the crew (six in number) by means of a small boat. The second mate of the "Viator" died shortly afterwards from exhaustion.	Jan. 19, 1864 -	A telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
The crew of New York Pilot Boat "Moses H. Grinnell."		- - -	A telescope, value 5*l.* 15*s.* 6*d.*	
J. Newland - -		- - -	3*l.*	
W. Browne - -		- - -	3*l.*	
(Who manned the boat by which the crew were rescued.)				
F. Nyberg, master of Finland brig "Aino."	Rescuing the crew (25 in number), of the "Windsor Forest," who had been seven days in their boats, their vessel having been burnt in lat. 12° 30′ N., long. 25° 24′ W. Eleven were transferred to another vessel at sea, the remaining 14 were landed at Cork after having been on board the "Aino" 47 days.	Jan. 19, 1864 -	A gold watch, value 26*l.* 5*s.*	Public vote.
Kosemon, a Japanese fisherman.	The "Star of Peace" of Bristol, from Shanghai to Japan, struck on a reef near Cape Omasaki, and sprung a leak. The crew took to the boat; the master, at his own request, remained on board, and the vessel shortly after foundered. The shipwrecked crew (13) were treated with great kindness by the Japanese at various places on the coast, but when near Uraga the boat capsized and only one of the crew succeeded in reaching land. He went to the nearest house, that of Kosemon, and remained there 14 days, being treated with great kindness.	Jan. 31, 1864 -	10*l.* - -	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Matsmai Shima no Kami, of Matsmai and Yezo.	The "Egeria" (British ship) on her voyage from Shanghai to Hahodati, Japan, was driven ashore in a snowstorm, on the coast of Matsmai, and became a total wreck. Every assistance was rendered to the crew by the Prince of Matsmai, the Daimio of the district, in opposition to the wishes, and to the officers, of the Governor of Hahodati. Reimbursement for expenses incurred in supporting the crew was refused.	Jan. 1864 -	A gold chronometer and chain, value 73*l.* 10*s.*	Public vote.
Captain Louis Divoire, master of the French brig "Liberia."	The "Ebba Brake" was wrecked 58 miles south of the Matilolas, and was rapidly filling, when the "Liberia" hove in sight, and although only 200 tons burthen, immediately took the crew (70 in number) of the wrecked vessel on board, where they remained 23 days. The "Liberia" herself was nearly wrecked in the Kintang Channel outside Ningpo River, and H.M. gunboat "Cockchafer" conveyed the crew of the "Ebba Brake" into Ningpo.	Feb. 2, 1864 -	A gold chronometer and chain, value 62*l.* 1*s.*, and 80*l.* 10*s.* for subsistence.	Public vote.
Captain Olsen, master of the Norwegian schooner "Anna" of Mandal.	When off Aberdeen, the schooner "Jean and Catherine" was disabled in a gale, and, after drifting about for three days, was observed by the "Anna," which immediately bore down to her, and picked up from their boat her crew (four men). After being driven across the North Sea to within 96 miles of the Naze of Norway, the "Anna" was put back, and landed the rescued crew at Leith, having subsisted them for 10 days. The master refused compensation for subsistence, &c.	Feb. 16, 1864 -	A gold watch, value 26*l.* 5*s.*	Public vote.
Sherman Lewis, master of the U.S. barque "Stampede."	In consequence of bad weather, the "Perthshire" of Hartlepool became leaky and unmanageable, and was in a sinking state when the crew (21 in number) took to their boat and went on board the "Stampede," which vessel had remained by for two days to render assistance. The master declined receiving the usual allowance for subsistence.	Feb. 19, 1864 -	A gold chronometer, value 52*l.* 10*s.*	Public vote.
Chinese junkmen, names unknown.	The British brig "Susan Douglas," when on a voyage from Hong Kong for Ningpo, struck on the Island of Sama Sana, off the South East Coast of Formosa and became a total wreck. The cook and two female passengers (all Chinese) were drowned. The survivors were rescued by some junkmen, and taken to a Chinese settlement in Black Rock Bay, where they remained for some time and were very kindly treated. H. B. M. Vice Consul at Tamsuy was directed to divide among the junkmen such sum of money (not exceeding 60*l.*) as he might think proper.	March 13, 1864 -	60*l.* - - -	Public vote.
Sheldon E. Hubbard, master of the U.S. ship "American Union."	The "Agamemnon" of New Brunswick met with bad weather, sprung a leak, and was gradually settling down, when her signals of distress were observed by the "American Union," which immediately bore down to render assistance, but owing to a high sea running the boats could not be launched, and she lay by till morning, when the whole crew (23 in number) were rescued and conveyed on board the American ship, and landed at New York 14 days afterwards. The usual subsistence allowance was offered to Captain Hubbard but declined.	March 22, 1864 -	A gold chronometer, value 52*l.* 10*s.*	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain J. E. Lord, master of the brig "Fredonia" of New York.	Rescuing the crew of the schooner "James Douglas," that vessel being without masts, on her beam ends, and leaking badly. The shipwrecked crew were taken from the wreck in the boat of the "Fredonia," which was under the command of the chief mate.	March 29, 1864 -	A telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
William Oke, chief mate of do.		- - -	A quadrant, value 5*l.* 5*s.*	
The master, for subsistence		- - -	10*l.* 4*s.* - -	
Captain E. Bearse, master of the American schooner "Mercy A. Howes."	Launching two boats, and at some risk rescuing the crew from the disabled and sinking vessel "Barracouta" of Picton, Nova Scotia.	March 31, 1864 -	A telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Captain H. Janzen, master of the Oldenburg schooner "Friederike."	Captain H. Janzen fell in with the "Child Harold" of Belfast when she was in a disabled and sinking state, and took off her crew, 42 in number, including three Spaniards who had been rescued previously by the "Child Harold" from a vessel on fire. On the 2nd April the Spanish brig "Maestro Jaime Ferrer" was met, and 15 persons were transferred to her and were landed at Alicante. On the 15th April the "Novo Progresso" was fallen in with, to which vessel 15 of the shipwrecked men were transferred, and were landed at Lisbon; the remainder were landed from the "Frederike" at Antigua on the 21st April.	March 31, 1864 -	A gold watch and chain, value 62*l.*	Public vote.
Joaquim José dos Reis, master of the Portuguese brig "Novo Progresso."		- - -	A telescope, value 5*l.* 15*s.* 6*d.*	
Miguel Oliver-y-Noguera, master of Spanish brig. "Maestro Jaime Ferrer."		- . -	Thanks of H.M. Government.	
The owners of the "Frederike," for subsistence, &c.		- - -	47*l.* 8*s.* 6*d.* - -	Public vote.
Do. of the "Novo Progresso," do.		- - -	32*l* 4*s.* - -	
Do. of the "Maestro Jaime Ferrer," do.		- - -	2*l.* 5*s.* - -	
O. Gunderson, master of the Norwegian ship "Elieser."	The S. S. "Emma" of Dundee was wrecked in the ice off Greenland; the crew (consisting of 56 men) saved themselves in the ship's boats, and were picked up by the Norwegian vessel "Elieser," upon which vessel they remained for some time, and finally left in lots by different vessels, some having been on board the "Elieser" from 16th April to 5th June.	April 16, 1864 -	A sextant, value 20*l.*, and 22*l.* for subsistence.	Public vote.
Kaid Emkishet, Governor of Riff.	The "Nelsons" of South Shields struck on some rocks off the Coast of Riff, and broke up in ten minutes, and three of the crew were drowned in attempting to reach the shore; the remainder (seven) landed in safety, and were treated with kindness by the natives and the Governor of Riff.	April 25, 1864 -	A gold watch, value 26*l.* 5*s.*	Public vote.
Kaid Abdesadak - -		- - -	10*l.* for clothing and subsistence, &c.	
Alarby Abdesadak -		- - -	6*l.*	
A Moorish Soldier -		- - -	2*l.*	
Hamo Nessee Alee -		- - -	3*l.* 4*s.*	
Weld Fakee Seed Absalam		- - -	3*l.* 4*s.*	
Hamo Mouca - -		- - -	3*l.* 4*s.*	
Captain H. C. Mitchell, master of the American ship "Richard Busteed."	The "Richard Busteed" was proceeding through Torres Straits, when the British ship "Royal Stuart" was observed stranded on Cockburn Reef. On the following day the crew (11 persons), who had been on the wreck 35 days, were transferred to the "Richard Busteed," which proceeded towards Galle, but being unable to make it, she put into Madras, where the rescued men, who had been on board the American ship for 49 days, were landed. The rescue of the shipwrecked men was attended with considerable risk, as the wind and sea was heavy at the time, and the wrecked ship was on her beam ends full of water.	May 9, 1864 -	A sextant, valued 20*l.*, and 100*l.* for deviation from course and subsistence.	Public vote.
Captain Routa, master of the French ship "Jaques Cœur."	A boat from the "Jaques Cœur," manned by four seamen under the command of the mate, took the master and crew (13 persons) from the sinking ship "East London" of London, when that vessel was on her passage from Rangoon for London. The owners declined to receive any compensation for subsistence.	May 15, 1864 -	A gold watch and chain, value 31*l.* 10*s.*	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain Pedro Toledo, master of the Spanish schooner "Adelaida."	The "Hamon" of Jersey was wrecked on the N.E. point of the Great Piton, twenty-seven leagues north of Point Anaga, Teneriffe, and the crew succeeded in getting on the rocks, but were without provisions or water. From this critical position they were rescued by the fishing vessel "Adelaida," and taken to Santa Cruz.	May 24, 1864 -	A telescope, value *5l. 5s.*, and 39*l.* for loss incurred by leaving their fishing ground, and for subsistence.	Public vote.
Captain F. José Gonçalves, master of the Brazilian barque "Fraternidade."	During a heavy gale, and when about 200 miles to the south of Rio de Janeiro, the "Sea Park" of Liverpool sprung a leak, in consequence of which the crew abandoned her, leaving in their own boats; the master and 12 others in one boat, and the mate and five seamen in another; the former were picked up by the "Fraternidade," after having been three days in the boat; the second has not been seen or heard of since the first night after leaving the wreck. Remuneration for subsistence declined.	July 16, 1864 -	A sextant, value 20*l.*	Public vote.
William Zwartwall, master of the Dutch fishing vessel "Jonge Neeltje," of Zwartwall, and crew of vessel.	The brig "Harlequin" of Hull, from Liverpool to Wyborg, sprung a leak and foundered in lat. 55° 56′ N., long. 4° 26′ E. The crew (11 persons) took to the boats, in which they remained for 14 hours, when they fell in with and boarded the "Jonge Neeltje," which was engaged in fishing. The crew of the smack immediately hauled in their lines and proceeded with the shipwrecked men to Grimsby, where they were landed on the 1st August.	July 27, 1864 -	20*l.* - -	Public vote.
Captain G. B. Mortola, master of the Italian brig "Due Fratelli."	The brig "Alfred" of Shoreham foundered at sea, and the crew were picked up from their boats by the "Due Fratelli," and landed at Gibraltar.	Sept. 25, 1864 -	A telescope, value *5l. 15s. 6d.*, and 7*l.* 10*s.* for subsistence.	Public vote.
Captain J. R. Johnson, master of the Swedish schooner "Natalia."	Rescuing the crew from the sinking barque "Rubicon" of Sunderland, that vessel having sprung a leak during a severe gale. The shipwrecked crew were landed at Vigo, after receiving kind treatment on board the Swedish vessel for three days. The usual allowance for subsistence was declined.	Oct. 20, 1864 -	A sextant, value 20*l.*	Public vote.
Captain Trasque, master of the French ship "Empereur du Bresil."	During heavy weather the ship "Escort" of Newcastle sprunk a leak, which gained so rapidly on the pumps that the crew were obliged to take to their boats, and the vessel was seen to go down in a few hours afterwards. When in a very exhausted state, and having been three days in the boats, they were rescued by the "Empereur du Bresil," and landed nine days afterwards at Marseilles.	Oct. 20, 1864 -	A telescope, value *5l. 15s. 6d.*, and 12*l. 7s. 6d.* for subsistence.	Public vote.
Captain Bentzen, master of the Norwegian brig "Aurora." Three seamen.	During a severe gale the schooner "Brilliant" sprung a leak, and became waterlogged and unmanageable, and the crew were rescued at great risk by three of the crew of the "Aurora," who launched their boat in a very heavy sea.	Oct. 22, 1864 - - - -	A telescope, value *5l. 15s. 6d.* 1*l.* each. - -	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain Boivin, master of the "Esperance" of Hâvre.	Bearing down to the ship "Thomas Royden" of Liverpool, which was on fire in Lat. 6° 56′ N., Long. 23° 47′ W., laying by her all night, and on the following day receiving her crew (23 persons) on board the "Esperance," and conveying them to Rio Janeiro, which port was reached on the 20th Nov. following. The "Esperance" had to deviate from her course to land the rescued men. H.B.M. Consul at Rio paid for the men's subsistence and the port charges.	Oct. 27, 1864 -	A gold chronometer, value 52*l.* 10*s.*	Public vote.
Captain Peter Waage, master of the Hanoverian galliot "Marianne."	When off Borkum the brig "Brothericks" of Shields, being in a sinking state, was abandoned by the crew, who left in their boats and were picked up by the "Marianne," and landed at Cuxhaven.	Nov. 6, 1864 -	A telescope, value 5*l.* 5*s.*	Public vote.
Crew of the Dutch fishing boat "Vrouw Catherina."	The Dutch fishing vessel "Vrouw Catherina" fell in with the smack "Express" in the North Sea, dismasted and in a sinking state, and endeavoured for four hours to tow her, but it being impossible to do anything with her, the crew were taken off and landed at Lowestoft.	Nov. 14, 1864 -	10*l.* - -	Public vote.
Captain H. Knock, master of the ship "Anna and Elizabeth" of Heiligenhafen, Holstein.	The crew of the "Resolution" of Shields abandoned their vessel in the North Sea, she being waterlogged and breaking up. After being in the long boat 28 hours, they were fallen in with and rescued, during a violent gale and heavy sea, by the "Anna and Elizabeth." The usual allowance for subsistence was declined.	Nov. 26, 1864 -	A telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Captain H. S. Stellwagen, of the U. S. frigate "Constellation."	The brigantine "Mersey" of Liverpool, N.S. was dismasted and leaky, when the U.S. frigate "Constellation" fell in with her and rendered such assistance that the disabled vessel was safely got into the Port of St. Thomas.	Nov. 1864	Sword of honour.	Public vote.

Table 29. List of PERSONS (Natives of Great Britain and its Dependencies) to whom Rewards have been granted by FOREIGN GOVERNMENTS during the Year 1864, for gallant Services in SAVING LIFE FROM SHIPWRECK, &c.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	By what Government presented.
Captain J. Relf, master of the "Walwish." Mr. C. E. Dunn, civil Engineer on board the "Walwish."	Saving the lives of the crew of the Austrian vessel "Vittoria S.," which was wrecked near Akyab, on the coast of Burmah.	Aug. 20, 1863 - - - -	Telescope - - Diamond ring -	Austrian.
Captain Cook, master of the "Hope" of Lowestoft.	Rescuing the crew of the Danish schooner "Kirsline" of Sonderhoe, at great personal risk.	Dec. 6, 1863 -	Gold medal - -	Danish.
Mr. John Bearman, mate of the steamer "Belgium."	Rescuing the crew of the French vessel "La Volanté de Dieu," at Ostend.	Dec. 4, 1863 -	Silver medal -	French.
Captain William Jones, master of the schooner "Orestian."	For services rendered in the port of Milford to the French ship "L'Esperance."	Jan. 31, 1864 -	Gold medal and diploma.	Do.
Captain James Nunn, master of the ship "Alma."	Picking up at sea and conveying to Bridlington the crew of the French schooner "Rosalie Camille."	April 2, 1864 -	Binocular glass -	Do.
Captain Moses Noseworthy master of schooner "Penguin," of Havre de Grace, Newfoundland.	Picking up at sea the crew of "L'Actif."	Not stated -	Binocular glass -	Do.
Captain W. Strong, master of the "Spirit of Tyne."	Rendering assistance to the French ship "Marie Rose" when wrecked in the Bristol Channel.	Not stated -	Gold medal and diploma.	Do.
George Perchard - - Edmond Perchard - of the ship "First Jason" of Jersey. George Renouf - - Lucas Lais - - Of the ship "Courrier" of Jersey.	Rescuing, near the Port of Boulogne, four seamen of the French vessel "Jeune Henri."	Not stated - - - - - - - - - -	Gold medal and diploma each.	Do.
Captain Henry Terry, master of the lugger "British Queen" of Deal.	Rendering assistance to a fishing boat of Dunkirk, which had run aground off the coast.	Not stated -	Silver medal.	Do.
Mr. Geo. Davies, of the Hoylake life boat.	Saving the life of a Dutch sailor belonging to the Netherland vessel "Gezina Reina," which was wrecked on the West Hoyle Bank, River Mersey.	Dec. 3, 1863 -	Silver medal and diploma.	Netherlands.
Captain J. Williams, master of the steamer "Charente."	Towing the Portuguese frigate "D'Fernando" to the Bar of Lisbon.	May 7, 1863 -	Silver tray - -	Portuguese.
Captain Rockliff, of the Southport life boat "Jessie Knowles." For distribution amongst the crew.	Assisting at the rescue of the ship "Tannesworth" (Captain Hansen), of Skien, Norway, in October 1863.	Oct. 1863 -	Silver medal - 24*l.* - - -	Swedish.
Captain J. Turnbull, master of the brig "Halicore" of Blyth.	Rendering assistance on the occasion of the rescue of the crew of the Norwegian ship "Anna Elizabeth," when wrecked in the Gulf of Finland.	Nov. 1863 -	A medal - -	Do.
Capt. John Henderson, master of the brig "North Pole" of Newcastle.	Rendering assistance on the occasion of the saving of the crew of the Norwegian ship "Karen Elizabeth" in the Atlantic Ocean.	Dec. 1863 -	Medal - -	Do.
Captain W. C. Henderson, of the ship "Minnehaha" of Glasgow.	Rescuing the master and 12 of the crew of the American barque "Waverley" of Maine from the wreck of their vessel.	Jan. 9, 1862 -	Gold watch - -	United States.
Captain Jones, of the British schooner "Hagar."	Rescuing the master and crew of the American barque "Edisto," of Boston, from the wreck of their vessel.	Dec. 12, 1863 -	Gold watch -	Do.
Captain J. M. Hardy, master of the schooner "Equity" of London.	Rescuing the master and crew of the American ship "Dione," of Baltimore, from that vessel when in a sinking condition.	Not stated	Gold watch -	Do.

PART III.

Containing a PRÉCIS of SPECIAL INQUIRIES into CASUALTIES, ordered by the Board of Trade during the Year 1864.

Name, &c. of Ship.	Case as first reported.	Steps taken by the Board of Trade.	Substance of Report after Investigation.	Final Result.
1. **"Anglia,"** *of Galway.* 1,659 Tons, Official No. 29,395. NICHOLAS PROWSE, *Master.* C. C. No. 6,931.	Stranded on the Black Rock in the Bay of Galway.	Inquiry at Greenwich, before James Traill, Esq., Stipendiary Magistrate, and Captain Harris, Nautical Assessor.	The "*Anglia*" left Liverpool for Galway, between which port and Boston in the United States she was employed in the mail service, at 7 P.M. of the 7th November 1863. She had a crew of 130 persons, a general cargo, and 140 passengers. On arriving off Galway Bay, about 6·15 P.M. of the 9th November, the Captain signalled for a pilot by burning blue lights and firing guns, but without success. His time being up, he proceeded up the bay, but the weather becoming thick and squally, he anchored off Blackhead. There is much danger in making for the harbour or inner bay, the entrance being through a channel about three-quarters of a mile in width, with a rock called the Black Rock to the north, and the Margueretа Shoal to the south. This shoal is always covered with water, and is marked by a buoy. The Black Rock, 5 feet of which are visible at low water, is marked by an iron standard. Both these marks are only visible by day. The only guide at night is a lighthouse on Mutton Island, in front of the roadstead where the mail packets anchor when in Galway. The course for a ship is to keep this light right ahead, steering E. ½ N. Captain Prowse seems to have taken every precaution. At 3 A.M. of the 10th, the night having become very fine, he proceeded carefully at the rate of about 4 knots an hour, with 9 men on the look out, and leadsmen placed on each side of the ship. She was steered E. ½ N. according to the usual practice, but nevertheless struck on the Black Rock a quarter of a mile northward of her proper course. She was got off the following morning, and taken round to Liverpool, where she was found to have sustained some injury. As regards the conduct of the Master, his attempt to go in before daylight may be rather considered as an error in judgment than as a "wrongful act or default." He was unable to procure a pilot, and appears to have taken every precaution in his power, under very disadvantageous circumstances, viz., there being only one light to guide him through a very narrow and dangerous passage; his inability to procure a pilot; and that if he had delayed any longer, heavy penalties would have been incurred under the contract for the carriage of the mails, and he himself subject to censure from his employers; and under these circumstances the Court returned him his certificate with an admonition. It may not be out of place to remark, that although speed may be very desirable, according to the usual instructions given to Masters of steam packets, especially to those in the mail service, the safety of the passengers should be the first consideration. A careful scrutiny of a ship's log would always show whether she had been navigated with a due regard both to safety and despatch, much more so than in an inquiry into a loss where there would be an object in the perversion of the truth. The most effectual check to the desire for quick passages would be the determination of the employers to regard the prudent Captain with equal favour as the venturesome one, who only escapes danger through good luck. If such had been the existing understanding applied to the present case, there is no doubt that Captain Prowse would have waited until daylight without fear of censure.	Captain Prowse had his Certificate returned to him with an admonition.
2. **"Bohemian,"** S.S. *of Montreal.* 1,488 Tons, Official No. 27,115. ROBERT BORLAND, *Master.* C.C. No. 6,372.	Stranded on Alden Rock, off the coast of Maine, on 22nd of February 1864.	Inquiry at Liverpool, before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captains Harris and Cow, Nautical Assessors.	The "*Bohemian*" left Liverpool, bound for Portland, on the 4th of February, with a crew of 94 hands, 19 cabin and 200 steerage passengers, and a general cargo. The voyage was prosperous up to the 22nd instant, when, according to the Master and Second and Third Mates, the position of the ship at noon was in lat. 43° 30′ N., and long. 68° 8′ W., or nearly on the verge of Jeffry's Bank. A course was then steered N.W. and by W. till 7 P.M., soundings being obtained in 47 fathoms. Shortly afterwards the lights upon Cape Elizabeth were sighted bearing N. and by W. ½ W. The course was then altered to N. and by E., and the engines slowed, but in about three-quarters of an hour the ship struck upon Alden Rock. The Captain immediately bore up to beach the ship, but the fires being extinguished by the water, which was rapidly rising, and the steam expended, the anchor was let go about three-quarters of a mile from the shore. All the boats, with the exception of No. 2, which met with an accident causing much loss of life, were safely lowered, and got to shore with their cargoes, and the Captain, with some of the passengers and crew, who had got into the rigging when the vessel sunk, were ultimately taken off by one of the ship's boats, which had returned from shore. 43 persons were drowned. From the evidence given it was ascertained by the Court that the position of the ship at noon, as stated by the Master, was an impossibility, as the course which she afterwards followed, and which the evidence proved to be correct, running at 9 knots an hour, would have placed her at 7 P.M. on the coast of	Captain Borland's Certificate suspended for 12 calendar months.

			Maine, 35 miles E.N.E. of Cape Elizabeth, and she must, therefore, have been 35 miles W.S.W. of the assumed position at noon, on Cash's Ledge, and not Jeffry's Bank. Running in, therefore, upon a N.W. and by W. course, the lights on Cape Elizabeth were made bearing N. and by W. $\frac{1}{2}$ W., a most dangerous bearing, the ship being then to the southward of the fairway into Portland. This bearing should have immediately warned the Master of the vicinity of danger, more particularly as the weather was hazy, and the difficulty of computing his distance from the lights was, therefore, greater. All the witnesses spoke loosely as to the distance of Cape Elizabeth lights from the ship, but they were clearly visible, and their bearing should have warned the Master that he was nearer land than he supposed. From the time they were first seen, at 7·15 P.M. until the vessel struck, about 8 P.M., she was in easy soundings, from 14 to 11 and 8 fathoms, but no soundings were taken. The caution evinced by the Master in taking soundings when approaching land seemed to have quite forsaken him when really in a dangerous position. The Court, therefore, held that he did not navigate his ship with that prudence and caution which is expected in an experienced commander, and that he was responsible for her loss.	
3. **"Brilliant,"** S.S. *of Leith,* 220 Tons. Official No. 7,713. JAMES MCDONALD, *Master.* C.C. No. 16,392.	Stranded on the South Henoit Rock, off the Island of Inchkeith, 1st November 1864.	Inquiry at Leith, before William Steedman and Thomas Dishington, Esquires, Justices of the Peace, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Brilliant*" left the Tyne at 5·45 A.M. of 1st November 1864, bound for Leith, with a crew of 17 hands, 62 passengers, and a general cargo. At 4·10 P.M. she was abreast of Fiddrie, at a distance of one mile. The weather was very hazy and increased in density. At 5·45 P.M. Inchkeith Light was seen through the mist, which by this time had become very dense and hung so heavy on the horizon that the light was only seen at intervals. Some misgiving as to the position of the ship seems at this time to have crossed the Master's mind, as the helm was ordered to be starboarded in order to keep her more off the island, when immediately she struck, and the following morning became a total wreck. The crew and passengers were all safely landed in the ship's boats. The channel through which the Master intended to pass is only $1\frac{1}{8}$ mile wide, and extremely dangerous in thick weather, when the leading marks on Leith Pier are not visible; and in this case, as there was a dense fog, very great caution was necessary, but it does not appear to have occurred to him to try and ascertain the position of the ship by means of the lead. The Court were of opinion that the Master was to blame for not using the lead, and that he should have anchored when the fog became so thick as to prevent him seeing the leading marks. By neglecting to take these precautions the Court held that the ship was lost, and ordered the Master's certificate to be suspended.	Captain James McDonald's Certificate suspended for 6 months.
4. **"Caledonia,"** S.S. *of London.* 423 Tons, 220 horse-power, Official No. 24. JOSEPH CLARK HAST. *Master.* C.C. No. 15,269	Stranded at Flamborough Head, 29th February 1864.	Inquiry at Greenwich, before James Traill, Esq., Stipendiary Magistrate, and Captains Harris and Domett, Nautical Assessors.	The "*Caledonia*" left London on the morning of the 27th of February, with a crew of 29 hands, 9 passengers, and a general cargo. At 7 P.M. she anchored off Harwich in consequence of the foggy state of the weather, and at 9 A.M. of the 28th, she proceeded on her voyage. At 8·30 P.M. she was abreast of the Dudgeon Light, which was supposed to be about 5 or 6 miles to the westward. The Chief Mate was officer of the watch, and set the course at N. by W., which, assuming the distance eastward of the Dudgeon to have been correct, would have carried the ship 5 or 6 miles clear of Flamborough Head. The fog came on at 2 A.M. and increased in denseness, so that by 3 A.M. a ship's length could not be seen ahead. The Master who had been in bed, came on deck at 2·20 A.M., and ordered the ship's course to be altered a half point to the northward. A speed of from 8 to 9 knots was kept up. At. 3·15 A.M. the ship struck on the rocks about a quarter of a mile to the westward of Flamborough Head, and became a total wreck. The Court came to the conclusion that the ship was lost by the default of the Master in not using the lead, and that he was also to blame, in continuing a speed of from 8 to 9 knots, especially as his course lay in a track much frequented by vessels. The Master's certificate was suspended.	Captain Hast's Certificate suspended for 9 months.
5. **"City of New York,"** S.S. *of Liverpool.* 1,679 Tons, Official No. 42,597. JAMES KENNEDY, *Master.* C.C. No. 4,996.	Stranded on Daunt's Rock, off Cork Harbour, 29th March 1864.	Inquiry at Cork, before J. L. Cronin, Esq., Stipendiary Magistrate, and Captains Harris and Cow, Nautical Assessors.	The "*City of New York*" left New York on the 19th of March 1864, with a crew of 105 hands, 164 passengers, and a general cargo. After a rapid passage across the Atlantic, the Fastnet Light was sighted on the 28th of March, and at 1·35 P.M. of the 29th, the ship was abreast of the Old Head of Kinsale, at a distance of about 2 miles. From this position a course was steered to pass through the Inner Channel, between Daunt's Rock and Robert's Head. Upon approaching the latter, the Master had some misgiving as to his distance from the land, and being misled by its near appearance and the noise of the surf, ordered the ship to be kept off a half point. In about 5 minutes afterwards she struck on Daunt's Rock, while going at a speed of from 10 to $10\frac{1}{2}$ knots, and the buoy which marked the rock was not discovered till about 15 minutes afterwards. All efforts to get her off proved unsuccessful, and she eventually broke up. The crew, passengers, mails and specie were saved by the ship's boats and a steam tender. The Court were of opinion that the Master was not justified in taking the narrow channel between Daunt's Rock and Robert's Head at night, and at such a high speed, the ordinary track being outside, and to the eastward, where he had the advantage of the bearings of three lighthouses. However safe the inner passage may be in the daytime, there is at night a difficulty in estimating the distance from the shore, and also the contingency of atmospheric influences, which in this case prevented the buoy from being seen. The Court took into consideration the antecedents and high character of the Master, and did not feel disposed to pass a severe sentence, but to mark their sense of his conduct in running an unnecessary risk where human life and great property were at stake, they felt compelled to suspend his certificate.	Captain Kennedy's Certificate suspended for 8 months.

Name, &c. of Ship.	Case as first reported.	Steps taken by the Board of Trade.	Substance of Report after Investigation.	Final Result.
6. **"Corinthian"** S.S. *of Liverpool.* 703 Tons, Official No. 1,840. JOHN WHEATON GAFF, *Master.* C.C. No. 9,427. (?)	Stranded off the coast of Portugal on the 3rd of July 1864.	Inquiry at Liverpool, before T. S. Raffles, Esq., Stipendiary Magistrate, and Captains Harris and Baker, Nautical Assessors.	The "*Corinthian*" left Oporto at 1·45 P.M. on the 3rd of July, with a crew of 32 hands, 4 passengers, and a cargo, consisting principally of cattle, wine, and wool. The weather was clear, with a fresh northerly wind and a heavy westerly swell. After leaving Oporto the course steered was N.N.W. for from 5 to 7 miles, when it was altered to N. by E. ½ E. along the coast to Vianna, where two passengers had to be landed. The speed is estimated at from 5 to 6 knots. At 5·40 P.M. the Raven Rock is said to have been passed, but there is some little discrepancy in regard to the distance from it. The Raven and the Saint Bartholomew Rocks form a dangerous group fronting the coast, a little to the southward of the River Neiva. Three-quarters of an hour after passing the Raven Rock, and while pursuing the same course, the ship struck, and all efforts to get her off failed. She floated on the flood tide, but sank an hour afterwards. No lives were lost. All the evidence before the Court tended to show that the "*Corinthian*" struck upon a danger not laid down on any chart or mentioned in any sailing directions for the coast of Portugal, although the danger is well known to local pilots. This conclusion is strongly confirmed by the testimony of Mr. Perry, Commander of the "*Braganza*," by whom the bearings of the wreck were taken, and a neat chart constructed, showing its precise position. The Court acquitted the Master of any default in the loss of his ship, but deemed it necessary to point out to him that he had navigated his ship too near the land in the vicinity of the St. Bartholomew Shoals, and he having failed to take any bearings when the ship stranded, the true position of the rocks is left very doubtful.	Captain Gaff's Certificate returned.
7. **"Cossack,"** S.S. *of Hull.* 739 Tons, Official No. 27,567. FREDERICK HORATIO FORD, *Master.* C.C.	Stranded on the Svinboen Shoal, near Elsinore, 9th May 1864.	Inquiry at Hull, before T. H. Travis, Esq., Stipendiary Magistrate, and Captains Harris and Baker, Nautical Assessors.	The "*Cossack*" sailed from Hull on the 6th May 1864, bound for Cronstadt, with a crew of 21 hands, 1 passenger, and a cargo consisting chiefly of cotton and coals. At 10·30 P.M. of the 9th, Kullen Light bore E. by N., supposed distance about 4 or 5 miles, which was not verified by either a cross bearing or cast of the lead. The course up to this time appears to have been S. ½ E., and was then altered to S. by E. ½ E. Whilst going on this course at a speed of 8 knots an hour, about 11·50 P.M. (the weather being quite calm), the ship struck on the Svinboen Shoal, her head lying, immediately after striking, S. or S. ½ E., and the Kullen Light bearing N., while Nakke Lights bore W. ½ N., and Elsinore Light was seen directly after she had struck, right ahead. From the evidence it appears that the lead was not hove, nor was the bearing of any of the lights taken after passing the Kullen, although a haze hung over the land, which made it appear more distant than it really was; and it seems that the Master trusted entirely to the deceptive judgment of the eye to determine his distance from the shore. The Court were of opinion that, looking to the position of the vessel after passing the Kullen, with a navigation before her beset with danger, there was no excuse for the Master neglecting to take the bearings of the lights, nor for the omission to heave the lead. Either of these steps would have pointed out the position of the ship; and the Court considered that beyond all doubt she was stranded through the Master neglecting to take many of the precautions that ordinary prudence would have dictated. The Master's certificate was suspended. The Court thought it fair to add that the steps taken to save the cargo and ship after she was aground appear to have been judicious.	Captain Ford's Certificate suspended for 6 months.
8. **"Desert Flower,"** *of Liverpool.* 1,216 Tons, Official No. . WILLIAM JOSEPH HARVEY, *Master.* C.S.	Stranded on the Long Bank, off the coast of Wexford 4th March 1864.	Inquiry at Liverpool, before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captains Harris and Cow, Nautical Assessors.	The "*Desert Flower*" was a new ship, and proceeded from Liverpool on the 2nd March, bound for Calcutta, with a cargo of coals. She was cast off by the tug 45 miles S.W. and by W. from Holyhead, at 1 P.M. on the 3rd, when she steered S.W. by W. ½ W. with a south-easterly wind. At 7 P.M. of the same day, the Tuskar Light was made, bearing about W.S.W. or half a point on the starboard or lee bow, at a distance of 2 miles. The ship was then tacked, and stood off the land, heading about N.E. till near midnight, when she was wore round towards the land and headed S.W. and by W. ½ W., or W.S.W. going about 3½ knots an hour. At 1 A.M. the Master, for the first time, ordered a cast of the lead, which gave 11½ fathoms. This was quickly followed by another cast in 10 fathoms. The Master then ordered all hands to be called to put the ship about and went below to consult his chart. Before he could return on deck she struck, and all efforts to back her off proved ineffectual. Within 10 minutes, 5 feet of water were found in the well. The boats were got out and the crew betook themselves to them with the exception of two and the steward, who remained on board with the Master, and First and Second Mates. At daylight the boats returned and took off those who had remained on board. The ship at this time was full of water and had heeled over seawards. Shortly after leaving the ship the long-boat capsized. Six men succeeded in getting on her bottom and were taken on board the pinnace, but the chief Mate and carpenter were drowned. The boats subsequently landed at Rosslare House, South Bay, near the entrance of Wexford River. The Court considered that the first error of the Master consisted in his omission to heave the lead as he stood off shore so as to verify his distance from the land. They were also of opinion that the course steered after being cast off by the tug was too westerly, but thought that if the lead had been	Captain Harvey's Certificate suspended for 12 months from 17th March 1864.

			attended to the ship would not have been sacrificed. The Court expressed their regret that Masters of ships should continue to neglect the use of the lead, notwithstanding frequent warnings, and the existence of well marked charts to warn them of their danger. In pronouncing sentence on the Master, the Court took into consideration his age and length of service, and refrained from cancelling his certificate of service and compelling him to go up for a certificate of competency, but they suspended his certificate for 12 months.	
9. **"Euroclydon,"** *of Liverpool.* 1,325 Tons, Official No. 1,207. WILLIAM THOMPSON, *Master.* C.C.	Stranded on the Tuskar Rock, 17th October 1864.	Inquiry at Liverpool, before T. S. Raffles, Esq. Stipendiary Magistrate, and Captains Harris and Baker, Nautical Assessors.	The "*Euroclydon*" left Quebec on the 20th of September 1864. bound for Liverpool, with a cargo of timber. At 6 P.M, on the 17th of October the Tuskar Light was sighted, bearing E. and by N., about 10 miles distant; the ship going at the rate of 7 knots, and steering E. ½ N. with a fair wind, and all sail set. Perceiving that the ship was setting in towards the land as she neared the light, she was hauled out to the southward, with the intention of passing outside of the Tuskar Rock. A strong flood tide, however, caught the ship on the starboard bow and forced her to the northward and westward towards the Tuskar, on which she grounded at 7 P.M. All efforts to get her off were fruitless, and the following evening she was abandoned with 15 feet of water in her hold. On the 21st she drifted off the rock in a gale from the S.E., and went on shore at Greenore Point, where she became a wreck. The Court were of opinion that the ship was lost through carelessness on the part of the Master, as on a clear night, with a strong tide and fine leading wind, he approached too near the Tuskar, and when he found his ship in a dangerous position tried to extricate himself by standing to the southward, when his proper course was to the northward and eastward. It was also remarked that the anchors were ready to be let go, and had they been used the ship might in all probability have been saved when other means failed. The Court found that the ship was lost by the default of the Master, and suspended his certificate.	Captain Thompson's Certificate suspended for 6 months.
10. **"Florist,"** *of Liverpool.* 264 Tons, Official No. 1,208. ANGUS WILKINSON, *Master.* C.C. No. 10,248,	Stranded on the Long Bank, off Wexford, on the 9th May 1864.	Inquiry at Liverpool, before T. S. Raffles, Esq., Stipendiary Magistrate, and Captains Harris and Baker, Nautical Assessors.	The "*Florist*" left Liverpool on the 7th of May, bound for Nassau, with a crew of 10 hands, and a cargo of coals and bread. About 6 P.M of the 8th Holyhead was passed. The course steered down Channel was S.W. and by S., the weather being thick and no lights visible; at 8 A.M of the 9th she struck on the Long Bank; an anchor was let go, from which she parted and drove into deep water. Sail was then made, and she was tacked to the eastward, but again struck on the south end of the Bank and became a total wreck. From the evidence of a Wexford Pilot, who was on board a pilot tug, it appears that he saw the ship standing in towards danger, and steamed towards her, but before reaching her she struck. An offer was then made by the Pilot to take her out of danger for 200*l.*, which the Master would not agree to; a second offer was then made to take her in tow for 100*l.*, to which the Master replied that he could himself get his ship out of danger. It appears that these services were tendered in the character of a salvor, and the Master of the "*Florist*" was kept in entire ignorance of the fact that the steam tug had on board several licensed Pilots. The Court considered that a very grave omission was made by the pilot vessel in not showing the usual distinguishing flag, as there can be no doubt that the Master would readily have availed himself of the local knowledge of the Pilots. In estimating the penalty which should attach to the Master, the Court took this circumstance into consideration, but could not find that it exonerated him, as, though the weather was thick, he neglected to use the lead, and so got into a position which led to the catastrophe. His certificate was suspended.	Captain Wilkinson's Certificate suspended for 6 months.
11. **"Golden Age,"** *of Liverpool.* 1,000 Tons, Official No. CHARLES MORRISON PACK, *Master.* C.C. No. 17,495.	Stranded on the Roar Bank, off Dungeness, 19th February 1864.	Inquiry at Greenwich, before James Traill, Esq. Stipendiary Magistrate, assisted by Captains Harris and Domett, Nautical Assessors.	The "*Golden Age*" sailed from Madras on the 2nd of October 1863, bound for London, with a crew of 24 hands, 3 passengers, and a valuable cargo of cotton and cocoa nut oil. At 3 A.M on the 18th of February 1864, she was off Dungeness, where she took a Pilot, and soon afterwards she was taken in tow by a steam tug. At 6 A.M. she came into collision with a Dutch galliot, when the towing hawser was cut, and the tug proceeded with the galliot for the Downs. Sail was then made, and at 11 A.M. the services of another tug were obtained. At 5·45 P.M., when about a mile off the Varne, the hawser parted and the ship went adrift, the Master of the tug declining to take her in tow again that night. She then made for the land, the wind being E.N.E.; at this time the Pilot was seized with a fit and remained below and insensible till the ship came to anchor off Folkestone. She was brought to anchor at 8·45 P.M. in 17 fathoms water, with the starboard bower anchor and 65 fathoms of cable; the sails were all stowed, but neither the royal nor top gallant yards were sent down. From the account given by the Pilot of the bearings of the South Foreland, Dungeness, and Folkestone Lights, the ship was anchored in a position of safety, but by no means so situated as to dispense with the most careful and anxious watching. After the ship was anchored the Master and Pilot went to bed, and a sort of anchor watch was kept during the night by the Mates, Boatswain, and Carpenter. The weather during the night was squally with snow showers, and the lights of the South Foreland and Dungeness were only occasionally seen. The Folkestone lights, of which the Pilot professes to have taken the bearing when the ship came to anchor, were not visible during the night. At 5 A.M. of the 19th all hands were called to heave short and make ready for the steam tug, and at 5·45 A.M., just as the windlass had been manned, the ship struck, having drifted 11 miles during the night. The main and mizen masts were cut away and the cable slipped at 75 fathoms, by order of	Captain Pack's Certificate suspended for 12 months from the 6th April 1864. The License of the Pilot Wm. R. Anderson was suspended by the Trinity House.

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	3		the Pilot. At 9 A.M. the crew and passengers were safely landed, there being at the time 17 feet 10 inches of water in the hold. A portion of the cargo was saved in a damaged state, and the ship was subsequently got off. From the contradictory statements of the Pilot and other witnesses the Court found it difficult to come to a conclusion as to the orders that were given by the Pilot for the charge of the ship during the night. All agree that he desired to be called if there came any change of weather during the night, but that he gave no orders for heaving the lead. He, on the contrary, affirms that while on deck he desired the Mate to have a cast of the hand lead taken occasionally; this the Mate denies. The Court found that the stranding of the ship was caused by the default of those in charge; that the Pilot was to blame for not keeping the deep sea lead going in the absence of other means of ascertaining whether she was riding securely, and his direction to have a cast of the hand lead taken occasionally (supposing him to have given such direction) was not sufficient protection under the circumstances. As to the conduct of the Master, the Court found that the stranding of the ship was caused by a default for which he was responsible. By his own admission he heard the Pilot giving orders to the Mate, but he was not aware what the orders were, and heard nothing about the lead. He further neglected his duty in not coming on deck during the night, and left the ship entirely in the hands of the Pilot, just as if he had no command nor any duty to perform with regard to her, and this notwithstanding that the Pilot to whom he left her had but just recovered from a fit in which he was insensible for more than an hour. For these reasons the Court suspended his certificate. The licence of the pilot, Mr. William Redman Anderson, was suspended by the Trinity House.	
12. **"Governor Maclean,"** *of London.* Brig, 216 Tons, Official No. 196. CARL AUGUST GYLLENSPETZ, *Master.* C.C. No. 11,034.	Stranded on the Owers, on the 5th Sept. 1864.	Inquiry at Greenwich before James Traill, Esq., Stipendiary Magistrate, assisted by Captains Baker and Cow, Nautical Assessors.	The "*Governor Maclean*" was on her homeward voyage from the coast of Africa, bound for London, laden with palm oil, cotton, and ivory. She was commanded by Captain Carl August Gyllenspetz, a Swede by birth, but who had commanded English merchant ships for many years, during which time he had had opportunities of becoming acquainted with the navigation of the English Channel, and she had also on board a Chief Mate possessed of a Board of Trade certificate of competency. On the 4th of Sept., at 4 A.M., she was about 10 miles off the Start. At 8 A.M. she passed the Bill of Portland, which the Master mistook for St. Catherine's in the Isle of Wight, although the latter is 91 miles from the Start. At 6 P.M. he took St. Catherine's Light for Beachy Head, 59 miles further, and at 8 P.M. fancied the Owers to be Dungeness. At 10 P.M. the night had become thick and squally, so he stood off to the S. until the light on the Owers bearing N.N.W. was nearly out of sight, and then wore round to the N.W. in hopes of getting a pilot at daylight. On the reflection of gaslights coming in view, which he thought to be those of Folkestone, and finding on sounding only 10 fathoms, he wore round, steering a S.S.E. course for a short distance. At a quarter to 2 A.M. hove to, with the vessel's head N.W.; wind W.S.W., with an ebbing tide, and inclination to drift W. or N. westward. At half past 2 A.M. she struck the ground, and all efforts to get her off were unsuccessful. The Court found the Master guilty of default. They considered he must have been very ignorant of the Channel, and could not have properly examined his chart. Under such circumstances he ought to have laid to until daylight, particularly when he found at 12 P.M. the sounding reduced to 10 fathoms, and the light which he took for Dungeness appearing to seaward of the ship.	Captain Carl August Gyllenspetz's Certificate suspended for 6 calendar months.
13. **"Grassmere,"** *of Liverpool.* 432 Tons, Official No. 10,488. CHARLES TURNER, *Master.* C.C. No. 8,754.	Stranded near Ballyferris Point, coast of Ireland, 17th December 1863.	Inquiry at Glasgow, before J. A. Wright and W. W. Watson, Esqs. Justices of the Peace, and Captains Harris and Campbell, Nautical Assessors.	The "*Grassmere*" was chartered by Her Majesty's Emigration Commissioners to carry emigrants to New Zealand, and sailed from Greenock on the 14th of December 1863, with a crew of 22 hands, 114 passengers, and a general cargo. The wind being adverse, she put into Lamlash Bay, and remained till 8·30 A.M. of the 17th, when she proceeded on her voyage. About noon of the same day Ailsa Craig was passed, and the course said to have been steered was S.W. by S. The wind was fair and the weather moderate, and had this course been properly kept all the dangers of the Irish Channel would have been cleared. That it was not kept is obvious, as at 6 P.M., when the Mate came on deck, the ship was found to be nearer the land than was expected, and heading directly on it. He ordered the course to be altered two points to seaward, and when the Master was called at 7 P.M., by his directions a still more seaward course was steered, or S. by E. While upon this course the ship struck and became a total wreck. No lives were lost. The Court were of opinion that the Master navigated his ship with great negligence in approaching too near the land in fine clear weather with a fair wind and smooth sea, the land and lights on both sides of the channel being in sight, and only a good look-out necessary. At 5 P.M., when he went below, he might easily have seen that the ship was not in the position the course steered ought to have placed her. The Court found that the "*Grassmere*" was carelessly and negligently navigated, and that she was lost by the default of the Master. They attributed the loss more to carelessness than to recklessness, and although giving due weight to the excellent character of the Master, which led them to pass a less severe sentence on him than they would otherwise have done, they nevertheless felt compelled to suspend his certificate for 6 months.	Captain Turner's Certificate suspended for 6 months.

14. **"Iona,"** S.S. *of Glasgow.* 173 Tons, Official No. THOMAS HOARE, CHAPMAN, *Master.* C.C. No. 10,189.	Foundered off Lundy Island on the 2nd February 1864.	Inquiry at Glasgow, before John Bannatyne and John Kinshaw, Esqrs., Justices of the Peace, and Captain Harris, Nautical Assessor.	The "*Iona*" was built as a river steamer, and plied on the Clyde for some months. She was strengthened with a view to fit her for ocean navigation, and left the Clyde on the 17th of January 1864, bound to Nassau, N.P., in ballast, and had a crew of 41 hands. In proceeding down the Irish Channel she put into Waterford through stress of weather, and remained till the 24th, when she proceeded to sea, but the wind having increased she took refuge in Queenstown the same evening. While in Queenstown 13 of her firemen refused to proceed to sea with her, and preferred undergoing 10 weeks imprisonment to doing so. On the 30th of January about noon she left Queenstown, the weather being fine at the time. The same evening at 10 o'clock the breeze had freshened to a gale and the ship laboured much. At noon on the 31st she commenced making water, and the leak increasing, the Master bore up for Milford, and gives as his reasons for not returning to Queenstown, the nearest port, that the leak was not sufficiently alarming to induce him to do so, and that he knew his vessel could not be readily repaired in Queenstown, the only dock being occupied. At 8 P.M. on January 31st there were 2 feet of water in the hold, and as the pumps had become choked with coal dust the crew were employed baling. By great exertions the water was kept under during the forenoon of 1st February, but at 7·20 P.M. the foremost fires were extinguished. The ship was then run under the lee of Lundy Island, and about midnight the water extinguished all her fires. About 3 A.M. of February 2nd the ship foundered. The crew were taken off by pilot boats. The Court acquitted the Master of all blame, as they were of opinion that he did all in his power for the safety of life and vessel. In the course of the inquiry it became an important part of the duty of the Court to receive evidence as to the suitableness of the "*Iona*" for a voyage across the Atlantic Ocean, although their especial province was to inquire into the conduct of the Master. They remarked that there is no provision in our maritime law to restrain the freedom of shipowners as to the description of non-passenger ship they may send on a foreign voyage, and directed attention to the evidence of Mr. Barber, shipwright surveyor, and of Mr. Burns, under whose superintendence the alterations were made.	Captain Chapman's Certificate returned to him.
15. **"Iowa,"** S.S. *of Waterford.* 1,781 Tons, Official No. 49,781. STEPHEN JARMAN. *Master.* C.C. No. 7,702.	Stranded at Omonville, about 5 miles to the eastward of Cape La Hague, on the 6th December 1864.	Inquiry at Greenwich, before James Traill, Esq., Stipendiary Magistrate, and Captains Cow and Domett, Nautical Assessors.	The "*Iowa*" left London on the 3d of December, bound for New York, *via* Havre. She had on board between 170 and 180 passengers, a crew of 56 persons, and a general cargo. She arrived at Havre on the 4th, and took her departure from thence at 2·30 P.M. of the 6th, laying her course N.W. ½ N. from the Fairway Buoy, which course the Master considered would clear Cape Barfleur Light, at a distance of about 5 miles. At 8·30 P.M. Cape Barfleur Light was sighted, bearing W.S.W., and the Master, supposing it not to be more than 4 miles off, altered his course a point and a half to the north. At 9·30 he again altered it to N.W. ½ W., and at 10·15 P.M. the light on Cape Levi was sighted, bearing S. by E., at a supposed distance of 9 to 10 miles. The same course was continued until 11·40 P.M., when land was suddenly seen, and before the ship's course could be altered she went on the rocks near Omonville. The passengers and crew were all saved, but the vessel was much damaged and the cargo injured. Although the weather was hazy, and the lights may have appeared further off than they really were, yet it was evident that some extraordinary cause must have made her deviate from this course, which, if correct, would have carried her far away from danger. From the supposed position of the ship at 10·15 to the rocks at Omonville (a distance of 10 to 12 miles) would be a deviation of 4 to 4½ points from the course appearing in the log. Captain Trivitt, a gentleman who has given considerable attention to the magnetic qualities of iron vessels, and to all questions connected with the deviation of the compass, in attempting to explain this deviation, stated in evidence, after referring to the usual and ascertained causes of disturbance of compasses on board iron ships, that "the effect of these combined causes in his opinion would draw the needle to the port beam of the ship, and would fully account for destroying the directive power of the needle," and added "that he believed this to have been the cause of this disaster." The Court considered that the Master, when he had the prudence, off Cape Barfleur, to alter his course to N.N.W., would have shown greater carefulness had he taken a cast of the lead, a measure too often neglected by ships' captains. But as, even had he done so, it would not probably have caused him to take so different a course as to have counteracted the effect of the subsequent deviation of compasses, they were of opinion that the loss of the "*Iowa*," *was not proved* to have been caused by default on his part, and they returned him his certificate with a strong admonition as to the prudence of taking soundings when situated as he was off Cape Barfleur.	Captain Jarman's Certificate returned with a strong admonition.
16. **"John Linn,"** *of Liverpool.* 1,596 Tons, Official No. 24,202. THOMAS BROWNING, *Master.* C.C. No. 22,283.	Abandoned in lat. 20° 30′ N., long. 37°.57′ W. 1st January 1864.	Inquiry at Liverpool, before T. S. Raffles, Esq., Stipendiary Magistrate, and Captains Harris and Cow, Nautical Assessors.	The "*John Linn*" sailed from Bombay on the 16th of September 1863, bound for Liverpool, with a crew of 30 hands, and a valuable cargo, consisting of seeds, spices, dyes, and cotton, which was insured in Liverpool alone at 120,000*l.* While at Bombay she was caulked from the copper upwards. On the 7th of December, when in lat. 1° 55′ N., and long. 29° 39′ W., a leak was discovered, which all the efforts of the crew failed to keep under. The ship's course was altered first for the West Indies and then for the Cape de Verde Islands, but she failed to make either, in consequence of head winds. On the 31st of December the pumps got completely choked with seed, and a part of the cargo was thrown overboard; a well being made in the after-hold for the purpose of baling. The same day the "*Felix Bernardo*" hove in sight, and as the water was within 4 feet of the lower deck beams, the crew were taken on board of her and carried into Martinique. After the abandonment of the ship she was fallen in with by the "*Deogaum*," and boarded by part of her crew. Soundings were taken by	Captain Browning's Certificate returned to him.

Name, &c. of Ship.	Case as first reported.	Steps taken by the Board of Trade.	Substance of Report after Investigation.	Final Result.
			the Chief Mate of the "*Deogaum*," who reported her to be half full of water, and he estimated the depth to be 11 feet. The Master and Second Mate then went on board, and the former sounded with a capstan bar, and found as he stated, only 3 feet 6 inches, but it was quite evident from the evidence, that he did not reach the skin of the ship by many feet. No attempt was made to sound the well, nor were any other soundings taken, and although the "*Deogaum*," remained by the "*John Linn*" for nearly 60 hours, not any attempt was made to sail her, and after removing the sails, stores, and furniture, the Chief Mate believing that there was not any chance of saving her, upon his sole responsibility, set her on fire, an act which under the circumstances was not justifiable, and certainly not without consulting his Master. The Court were of opinion that the evidence failed to substantiate the serious charge which had been made against the Master of abandoning his ship, with only 3 feet 6 inches water in the hold, and felt satisfied that he and his crew used every exertion to get their ship home, or into a port of safety; having abandoned her only to save their lives. The Court returned the Master his certificate.	
17. "**Jura,**" S S. *of Glasgow.* 1,067 Tons, Official No. 26,053. JOHN GRAHAM, *Master.* C.C. No. 4,406.	Stranded on the Waterloo Bank, River Mersey, 3rd November 1864.	Inquiry at Liverpool, before T. S. Raffles, Esq., Stipendiary Magistrate, and Captains Harris and Baker, Nautical Assessors.	The "*Jura*" left Quebec on the 22nd October 1864, bound for Liverpool, with a crew of 95 hands, 69 passengers, and a general cargo. She had a prosperous voyage across the Atlantic, and after calling at Moville, on the 2nd of November, and landing a few passengers, she took on board a licensed Liverpool pilot, and proceeded for that port. At 6 P.M. of the same day, when off the Calf of Man, the Pilot took charge, and at 0·20 A.M. of 3rd, the Crosby Lightship was passed. The engines were then stopped for about 15 minutes, to wait for the tide. After getting under weigh a vessel was reported at anchor ahead, and another light was also seen, which the Pilot believed to be that of a vessel also at anchor. The helm was starboarded in both instances to clear them; but before it could be ported the ship took the ground, and although the assistance of a passing steamer and also of a tug was taken, she remained fast, and at 6·30 A.M. broke in two. The responsibility of the loss of the ship rested entirely with the Pilot, who intended to keep well to the eastward, for the facility of docking, and to avoid vessels at anchor. He admitted that he was farther to the eastward than he expected, in consequence of having twice starboarded the helm to avoid collisions; and he also states that the flashing out of the revolving light at the Rock, as they were passing a vessel at anchor, led him to believe that he was farther up the river. The great length of the vessel and her speed being "dead slow" rendered it difficult for her to recover the fair-way of the Channel. The Court were of opinion that the loss of the ship occurred more through an error of judgment than an act of negligence on the part of the Pilot, and considered the stranding of the ship as one of the mischances incidental to river pilotage. Looking to the antecedents of the Pilot, the Court had pleasure in being able to arrive at this conclusion. With reference to the conduct of the Master, the Court found that as he was at his post, and a good look out kept, the entire responsibility rested with the Pilot, and had much pleasure in returning his certificate.	Captain Graham's Certificate returned.
18. "**Labuan,**" S.S. of *Hull.* 723 Tons, Official No. 25,619. CHARLES HARGITT, *Master.* C.C. No. 15,505.	Stranded on a sunken rock named the Lag na Laire, near Glass Island, Stornoway, 28th June 1864.	Inquiry at Liverpool, before T. S. Raffles, Esq., Stipendiary Magistrate, and Captains Harris and Baker, Nautical Assessors.	The "*Labuan*" left Liverpool on the 25th June 1864, bound for Cronstadt, with a crew of 21 hands and a cargo of cotton and coals. At 4 A.M. on the 28th Deer Island was sighted, and at noon Grebanish Head bore N.W. ½ N. at a computed distance of from 2 to 3 miles, but the weather being foggy no great reliance could be placed on this assumed distance, as they failed to obtain soundings at 60 fathoms. From this position a course was steered E. and by N. for 30 minutes, when the lighthouse on Glass Island was seen through the fog. The Master, who was on deck, ordered the helm to be ported and the ship to be brought to E. ½ S., the speed at the time being very slow. Ten minutes afterwards she struck on a sunken rock, which proved to be the Lag na Laire. All efforts to move her were unsuccessful, and on the 30th she broke in half and the after part settled in deep water. A large portion of the cargo was saved, more or less damaged. In the opinion of the Court the Master appears to have navigated his ship with care and caution, but in consequence of the thickness of the weather on the morning of the 28th, and failing in his attempt to obtain soundings, he seems to have been in error as to his distance from the land. The course steered from the last headland was a safe one to clear all dangers according to the chart by which the Master navigated his ship; but the sunken rock on which she struck is not laid down on it. Taking this fact into consideration, and also that there was no buoy or beacon to point out the rock, the Court acquitted the Master of default, and felt glad to be able to do so, as his antecedents were favourable to him, and his attention to his duties before and after the accident highly creditable.	Captain Hargitt's Certificate returned to him.

19. **"Ladoga,"** S.S. *of London.* 635 Tons, Official No. 47,408. BENJAMIN MOOR, *Master.* C.C. No. 9,648.	Stranded on the Nore Sand, 26th October 1864.	Inquiry at Greenwich, before James Traill, Esq., Stipendiary Magistrate, assisted by Captains Cow and Domett, Nautical Assessors.	The "*Ladoga*" left St. Petersburgh on the 13th of October, bound for London, with a crew of 20 hands, 3 passengers, and a general cargo. At 10 P.M. of the 26th October she was abreast of the Nore Light; the course here shaped was W. by N. for about 10 minutes. It was then altered to W. by N. ½ N. for 15 minutes, and to W.N.W. for 5 minutes; when about 10·30 P.M. she went aground on the Nore Sand about three-quarters of a mile to the eastward of the Jenkin Buoy, and the following morning at 3·15 parted amidships. When the ship struck the weather was moderate, the wind fair, and the lights clearly to be seen. It was clearly established by the evidence that the stranding of the ship was caused by some default in her navigation. The Master states that on passing the Nore Light he supposed he was from a mile to a mile and a half to the northward; the Second Mate says the distance was only from half to three-quarters of a mile; while the man at the helm says they were only 300 yards distant. No means were taken to settle a point so important, and had the Master been correct in his estimate of the distance the course steered was not northerly enough. The Nore and Chapman Lights were both visible, and had they been watched their bearing would have prevented the ship getting so far to the southward. Added to this, the ship was kept at full speed and a cast of the lead was not taken till she struck. The Court decided that the stranding of the ship was caused by the default of the Master, and suspended his certificate.	Captain Moor's Certificate suspended for 6 months.
20. **"Matilda,"** S.S. *of Glasgow.* 544 Tons, Official No. WILLIAM GLENTFORD PINCHEON, *Master.* C.C. No. 7,590.	Stranded on the N.E. end of Lundy Island, 4th April 1864.	Inquiry at Cardiff before R. O. Jones, Esq., Stipendiary Magistrate, and Captains Harris and Cow, Nautical Assessors.	The "*Matilda*" sailed from Cardiff on the 4th of April 1864, bound for Bermuda, with a crew of 30 hands, and was in charge of a licensed Channel Pilot. Her cargo consisted principally of coal, but she had on board about 10 tons of steel and other metals. At 7·10 P.M. she passed the Nash Light, and at 8·30 P.M. the Scarweather Lightship bore N.E. 3 or 4 miles distant. From this position the course steered was W. by N. ½ N., and the ship was kept at full speed. A little before 11 P.M. the speed was reduced to "dead slow" in consequence of a thick fog having come on, and the course was altered to W. by N., in the hopes of hearing the fog gun on Lundy Island. At 11·20 P.M. land was discovered on the starboard bow, and the engines were immediately backed and reversed, but the ship struck, the Pilot at the time thinking he was 6 or 7 miles N.E. of Lundy. The crew took to their boats and got on board of a pilot cutter which had been towing astern, and at 12·30 A.M. the ship sank. The compasses, of which there were three on deck, had been adjusted at Greenock, but the Master states that after leaving the Clyde the only compass to be relied on was the one in the after binnacle, the one on the deck-house having been rendered useless by the vibration of the ship, and the midship compass was so placed as to have become affected by the cook-house and combings of the stokehole, both of which were of iron. The Pilot was of opinion that the steering compass was correct, and communicated his opinion to the Master. The Court came to the conclusion that the courses steered from the Scarweather were justifiable in ordinary weather, provided the compasses had been correct; but, considering there was a thick fog and that the compasses varied as much as two points, the prudent course would have been to keep the ship more to the northward. It was remarked that this was the first iron steamer the Pilot had taken down Channel. With reference to the conduct of the Master, the Court considered that, as he had no previous experience of the navigation of the Bristol Channel, he was justified in relying on the local knowledge of the Pilot, but that he was to blame in not informing the Pilot of the difference which existed in his compasses when the weather became thick and no land marks available. So far the Court considered the Master's conduct reprehensible and deserving of censure, but did not think his conduct of so grave a nature as to induce them to suspend his certificate.	Captain Pincheon's Certificate returned with an admonition.
21. **"Ontario,"** S.S. *of Liverpool.* 2,803 Tons, Official No. JOHN BROOKING, *Master.* C.S.	Stranded on the north end of Hasborough Sand, off the coast of Norfolk, 16th Oct. 1864.	Inquiry at Liverpool, before T. S. Raffles, Esq., assisted by Captains Harris and Baker, Nautical Assessors.	The "*Ontario*" left the Tyne Dock on the 15th October at 3 P.M., bound for Alexandria, with a large cargo of iron and coals, and a crew of 85 hands. At 4 P.M. she left the mouth of the Tyne under the charge of Mr. Alexander Scott, a duly licensed Pilot, who was to proceed in her as far as Dover. The weather was fine, but hazy over the land. A course was shaped S.S.E. till 9 P.M., when Whitby Light was made, bearing W.S.W., distant 7 miles. The course was then altered to S. by E., and continued till 5·30 A.M. of the 16th at the rate of 9 to 10 knots an hour, when neither the Dudgeon nor Dowsing Lights appearing, the Pilot took a cast of the lead, which gave 10 instead of 12 fathoms as he had anticipated. Thinking, therefore, he was outside the Dowsing Sand, he hauled up gradually to the westward, intending to pass through the Wold and Hasborough Gat. At 8 A.M., land not being visible, the ship was hauled up S.W. by S., and at 8·12 A.M. the land was seen right ahead. At 9 A.M., no landmark being observed, she was hauled up S.W. by W. ½ W., and at 9·12 A.M. Hasborough Church was seen, bearing W.S.W., distant about 10 miles. The Pilot immediately ordered the helm to be put hard a-starboard, and stopped the engines, but the ship instantly took the ground, and eventually became a total wreck. The vessel being in charge of a duly licensed Pilot, the Captain was relieved of any responsibility, except what always attaches to the Master of a vessel under such charge. He appeared to have fully discharged his duty in this respect. As regards the Pilot, it was impossible to exonerate him from blame, as, not having seen either Flamborough Light or the Dudgeon and Dowsing Lightships, he	Captain John Brooking's Certificate returned.

Name, &c. of Ship.	Case as first reported.	Steps taken by the Board of Trade.	Substance of Report after Investigation.	Final Result.
			ought to have used much greater caution in running for the channel between the latter. He attributed his error to a fault in the compasses, but there was no evidence to prove that this was so, as 5 hours after leaving the Tyne the Whitby Lights were made correctly. The weather also, by his own showing, was so clear that he could see 8 or 9 miles. The licence of Alexander Scott was subsequently suspended by the Elder Brethren of the Trinity House, Newcastle-on-Tyne, for 12 months.	
22. **"Regina,"** S.S. *of London.* 497 Tons, Official No 44,017. JAMES BOWEN, *Master.* C.C. No. 13,203.	Stranded at Dungeness, 16th December 1863.	Inquiry at Greenwich, before James Traill, Esq., Stipendiary Magistrate, and Captains Harris and Domett, Nautical Assessors.	The "*Regina*" left Gibraltar on the 10th of December, with a crew of 22 hands, 2 passengers, and a general cargo About 10 P.M. on the 15th Dungeness Light was made, bearing E.N.E. At midnight she was abreast of the light, which the Master supposed was about 2 miles distant. Signals were then made for a Pilot, and the ship hauled in towards the East Bay. At 1 A.M. Dungeness Light bore W.N.W., when the helm was ported and ship headed W.S.W., going $\frac{1}{2}$ speed. At 1·20 the light bore N.W., the sky being overcast, and the night extremely dark. At 1·35 A.M., when abreast of Dungeness Light, sounded in 8 fathoms, and veered the ship round to the eastward, with the intention of again seeking for a Pilot. When in the act of doing so two vessels were seen running up, close aboard, showing red lights. The helm was ported, and, when sufficiently clear, put hard a-starboard. In the act of coming round the ship struck the ground. The cargo was unshipped, and on the 9th of January she was got off and taken to London. The Court thought it probable that the Master intended to run back abreast of the light, and then go about and make for Dover; but they were of opinion that he was not sufficiently particular in watching the exact bearing of the light, so as to know his offing. Instead of being, as he believed, 2 or 3 miles off when abreast of the light, he was dangerously near the shore, and being obliged to port his helm to clear the two ships coming up channel, and having his attention entirely occupied with that object, he did not observe how far aft he had brought the light. Taking into consideration the Master's high character for carefulness and ability, the Court did not think it necessary to visit the case with severity, and returned his certificate with a strict admonition as to his error.	Captain Bowen's Certificate returned with an admonition.
23. **"Stanley,"** S.S. *of Aberdeen.* 376 Tons, Official No. 27,448. THOMAS HOWLING, *Master.* C.S.	Stranded on the Spanish Battery Rocks, at the mouth of the Tyne, 24th Nov. 1864.	Inquiry at Tynemouth, before Joseph Spence, and Alexander S. Stevenson, Esqrs., Justices of the Peace, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Stanley*" left Aberdeen at 9·25 P.M. on the 23rd November. She had a crew of 29 persons, and had on board, as far as could be ascertained, 31 passengers, a general cargo, and some cattle and sheep secured in pens. The weather was fine with a light S.W. wind, but on the following morning it veered to the S.E. blowing hard, with a heavy sea. About 2 P.M., matters having got much worse, the Master, after consultation with the Mate, determined to run for the Tyne, then distant 25 miles due west. On approaching the harbour rockets were fired as a signal for a Pilot, but none appearing, and the Mate having had considerable experience in the navigation of the Tyne, the ship was steered for the port, the lights of which were out. She entered the piers in safety, when three tremendous seas struck her aft, and before she could recover her proper channel she grounded on the rocks below the Spanish Battery, at about half-past 5 P.M. She eventually became a total wreck, and although the coast guard and those on shore made every effort to rescue the crew and passengers, 26 were drowned. The greatest number lost their lives by the vessel breaking in two about 10 P.M. The Court considered that although the channel had been both widened and deepened, the advantages had been greatly neutralised by the absence of buoys and beacons to indicate the mid passage, and also that if lights were exhibited at all times of the tide, instead of being extinguished at half ebb, as is the practice, there would be a much fewer number of wrecks to deplore. They also directed attention to the difficulty experienced by the "*Stanley*" to obtain a Pilot, it being the practice of steamers frequenting the Tyne to retain the special services of a particular Pilot, who is expected to await the ship's arrival, and if this happens in the night a rocket is discharged as a signal. This happens so frequently that a rocket signal is not heeded except by Pilots specially retained by vessels then expected, and in the case of the "*Stanley*" the other Pilots, taking her for a vessel in the habit of frequenting the port, disregarded her signals, presuming she would have one awaiting her arrival. The Court recommended that this state of things be remedied, so that a stranger arriving off the port may rely on the services of a Pilot. Under all these circumstances, they were of opinion that the loss of the "*Stanley*" was caused by misadventure, and that no blame was due to the Master, and his certificate of service having been lost in the ship, adjudged that he was entitled to a renewal of it.	Captain Thomas Howling's Certificate of Service to be renewed.

24. **"William Graham,"** *of Liverpool.* 653 Tons, Official No. 44,666. GEORGE HEWISON, *Master.* C.S.	Stranded in Rosse's Bay, coast of Donegal, 19th October 1864.	Inquiry at Liverpool, before T. S. Raffles, Esq., Stipendiary Magistrate, and Captains Harris and Baker, Nautical Assessors.	The "*William Graham*" sailed from Miramichi on the 28th of September 1864, bound for Belfast, with a crew of 16 hands, 4 passengers, and a cargo of timber. At 6 A.M. on the 19th of October the coast of Ireland was sighted, and the ship's position was found to be about 26 miles N.W. of the Bloody Foreland. At 8 A.M. the ship was tacked to the southward and eastward. The weather then became thick and the land was lost sight of till 3·30 P.M., when a lighthouse was seen on the starboard bow, which the Master took to be the Fannet Light at the entrance to Lough Swilly. The weather being threatening, and the ship making water, she was run in, with the intention of anchoring for the night. After rounding the headland she was hailed by a boatman to back the mainyard. Soon after, a boatman went on board, and announced himself as a Pilot for the Rosse's and Rutland Harbours. He informed the Master that he was 40 miles to the westward of Lough Swilly, and that the light on the starboard side was on Aranmore Island. His offer to pilot the ship to a place of safety in Rosse's Bay was rejected by the Master on the plea that he was not a licensed Pilot. While proceeding up the bay, and abreast of the Perch, the Master asked the boatman for what sum he would take charge of the ship, but he declined to make a charge, saying that he would leave his remuneration to be settled by the authorities on shore; he added that in 5 minutes the ship would be aground, and that all he could then do was to ground her in a safer place than the Master was making for. At this point a cast of the lead was for the first time taken, and gave 5 fathoms. Sail was then reduced, with the intention of anchoring, but a rock being perceived ahead the helm was put hard-a-starboard, and almost at the same moment the ship struck and eventually became a total wreck. The Court remarked that the Master was navigating his ship by an old chart of 1858, in which no notice was given of the lighthouse on Aranmore Island, which was advertised to be lighted on the 1st of February 1865. It was further remarked that, although the Master's previous calculations appear to have been correct, upon seeing the new lighthouse he came to the conclusion that they were erroneous. The Court were of opinion that the ship was lost by the default of the Master in neglecting to use prudent caution, although unacquainted with the coast, and in not using the lead until it was too late to be of any avail. Taking into consideration the mature age of the Master and the good testimonials produced by him, they did not feel disposed to pass a severe sentence, but suspended his certificate for 6 months.	Captain Hewison's Certificate suspended for 6 months.

A PRÉCIS of INQUIRIES abroad instituted by CONSULAR and COLONIAL OFFICERS and others into CASUALTIES to BRITISH SHIPS, reported to the Board of Trade during the Year 1864.

Name, &c. of Ship.	Date, place, and nature of casualty.	Court or Tribunal by whom Inquiry was made.	Substance of Report of Inquiry.	Final Result.
1. **"Arthur Mackenzie,"** Brig, 229 Tons. ROBERT SCOTT, *Master.*	Stranded at the entrance of the Waikato River, New Zealand, on the 1st June 1864.	Inquiry at Port Waikato, before R. O. Stewart, Esqre., Principal Officer of Customs, and D. Simpson, and G. R. Breton, Esqres., Nautical Assessors.	The Brig "*Arthur Mackenzie*" left Adelaide on the 13th of May 1864, bound for Port Waikato, New Zealand. On the 29th she made the land off the Manukau entrance, but the weather being very unsettled, the Master kept the vessel off and on, not thinking it prudent to approach the port. On the 1st of June he steered for the entrance, keeping the signal for a Pilot flying, but none came. He could only see one of the beacons mentioned in the Sailing Directions, and finding no appearance of a passage, steered for the smoothest spot, keeping the lead going. The water shoaled suddenly, the vessel took the ground aft, and became unmanageable, the wind being S.S.E.. The crew and cargo were saved. The Captain had noticed a schooner with all sails set and her head pointing towards the harbour; and her appearance led him to think she was in the proper channel, but she turned out to be aground The Court were of opinion that the beacons were not of sufficient size to ensure their being seen from the offing, and that the Master had without doubt been deceived by the appearance of the schooner; at the same time they thought him guilty of want of judgment in using (as it appeared) Drury's Chart of 1857 in preference to Boulton's of 1863, both of which were on board, and to his taking the bar (to which he was a total stranger) with the last of the ebb tide. The Court recommended the Colonial Government to carry forthwith into effect the suggestions of Capt. Fisher and Mr. Todd relative to having the entrance of the Waikato River more distinctly marked with buoys and beacons.	

Name, &c., of Ship.	Date, place, and, nature of casualty.	Court or Tribunal by whom Inquiry was made.	Substance of Report of Inquiry.	Final Result.
2. "**Bushire,**" *of St. George's, New Brunswick.* 766 Tons. JOHN BLACK, *Master.*	Stranded on the East Coast of Africa, near Ras Hafoon, on the 17th June 1864.	Inquiry held at Aden before W.O.R. Goodfellow, Esqre., Assistant Political Resident, and W.K. Thyne, Esqre., Officiating Harbour Master and Conservator of the Port of Aden.	The "*Bushire*" sailed from Liverpool on the 17th of March 1864. On the 17th June, when off the East Coast of Africa, in latitude 9 North, and longitude about 52 East, while endeavouring to clear Ras Hafoon, the ship went aground and eventually became a total wreck. The Court, having perused the evidence recorded, are of opinion that after the vessel struck everything was done by the Master that was possible under the circumstances; at the same time it appears to the Court that Captain Black was remiss in one point, viz.: that a resemblance to land having been seen and reported, he failed to give orders or see that the lead was cast at intervals, even although he considered the course he was on would enable him to clear Ras Hafoon, and for this omission they hold him blameable.	Captain Black censured.
3. "**Dinah Muloch,**" *of Liverpool.* Official No. 13,292. WM. CUMMING. *Master.* C.C. No. 28,519.	Wrecked on Reed's Shoal near Rio Grande do Sul, on the 3rd April 1864.	Inquiry held at Rio Grande do Sul on 7th of April 1864, before Alexr. Gollan, Esqre., H.B.M. Consul Rio Grande do Sul, Thomas Whitney, Esqre., and Captains Nuttall and Woodcock.	The "*Dinah Muloch*" was proceeding in ballast from Buenos Ayres to Paranagua; when on the 3rd of April 1864, in lat. 31° 04′ S, and long. 49° 47′ W., where the charts denote the existence of a place known as Reed's Shoal, the Master, instead of keeping well out to sea, imprudently went inside the shoal, and eventually ran aground, the crew barely saving their lives by means of a raft. The Court, after taking the evidence into careful consideration, came to the decision that the Master was not justified in going inside Reed's Shoal for the purpose of shortening his voyage, and that, having found himself so close to land, and especially on a dark night, he was guilty of great negligence in not having made use of the lead; at the same time, it appearing that up to the time of the wreck, Captain Cumming paid strict attention to his duties, the Court did not feel justified in depriving him of his certificate but left the final decision to the Board of Trade.	The Board of Trade considered that Captain Cumming should have been severely admonished and advised to be more careful in using the lead in future, but had not the power to act in the matter of Certificates after the decision of a Naval Court abroad.
4. "**Eastern Light,**" *of St. John's, New Brunswick.* 1,116 Tons, Official No. 46,948. JAMES FREDERICK CRUICKSHANK, *Master.*	Stranded on the Alceste Reef, Gaspar Straits, on the 13th of August 1864.	Inquiry held at Singapore, before W.W. Willans, Esq., Magistrate of Police, and Jno. Lawrence Kirby, Esqre, Officiating Master Attendant.	The "*Eastern Light*" left New York on the 21st of May 1864, for Shanghae, with a cargo of coals and deck planks, reaching Java Head on the 6th August. On the night of the 13th, in attempting to pass through Gaspar Straits (it being moonlight with a good working breeze at the time) the water suddenly shoaled, and the ship struck on the Alceste Reef and became a total wreck. The Court were of opinion that the ship was lost through the Master miscalculating the distance from Jelaka Island, and that he is deserving of grave censure for attempting to pass such dangerous passages at night, to which he was quite a stranger.	Captain Cruickshank severely censured.
5. "**Ellen,**" *of Liverpool.* Official No. 6,165. ALEXDR. SMITH. *Master.*	Wrecked at the mouth of the Para River on the 28th May 1864.	Inquiry held before Gerald Raoul Perry, Esq., Her Majesty's Consul, President; Alfred A. Blandy, Esq. M.D.; Lieut., G. T. S. Green, R.N.R., Master of the British Barque "Victoria;" and Mr. Charles Hamfield, Master of the British Brig "Isabella."	The "*Ellen,*" in entering the Para River (at the mouth of the Amazon River) on the 25th of May 1864, went aground on the Magoary Bank. The vessel becoming a total wreck, was abandoned on the 28th of May, when it was breaking up fast. The Master alleges that although being in sight of Salinas, and signalling for a Pilot, none came off, and that he could obtain no assistance. The Court, after carefully going over the evidence, were of opinion that the vessel was lost through no fault on the part of the Master, who appears to have done everything which a seaman could do in such a position, but considered that the loss occurred entirely through the neglect of the Brazilian Government Pilots at Salinas in not keeping a better look out, and requested that a report to that effect might be forwarded to Her Majesty's Secretary of State for Foreign Affairs in London. Captain Smith's certificate was accordingly returned to him.	Captain Smith acquitted of blame.
6. "**Flora Macdonald,**" GREGORY SOLOMONS, *Master.*	Wrecked off Gettslaff Island, China.	Inquiry held at Shanghae before Henry Hutchings, Esqre. Master commanding Her Majesty's Ship "Acorn;" Mr. James Joass, Master of Ship "Lammermuir," and Arthur Davenport, Esq., Her Britannic Majesty's Acting Vice Consul.	The "*Flora Macdonald,*" on a voyage from Newchange, encountering severe weather when off Gettslaff Island, took the ground and became a total wreck. A Naval Court was held on the 5th of November 1863, when having duly weighed the oral statements of the Master, and having also carefully examined the sea log of the vessel (the official log having previously been lost), they were of opinion that the loss was solely occasioned by stress of weather, and that every exertion was made by the Master and crew for saving the ship.	Captain Solomons acquitted of blame.

7. **"Hebe of the Exe,"** *of Liverpool.* Official No. 21,774. JOHAN HENDRICK AUGUST SCHRÆDER, *Master.* C.C.21,497	Wrecked off the Itamaraca Island on the 21st March 1864.	Inquiry held before Richard Austin, Esq., Acting British Consul Pernambuco; Joseph Samuel Hudson, Esq., Commander of H.B.M. ship "Curlew;" and Mr. Robert Godsoe, Master of the British steamer "Saladin;" Mr Robert Carrol, Clerk of the Court.	The "*Hebe of the Exe*" left Liverpool on the 14th of February 1864, bound for Pernambuco, and on the 21st of March, when off the Itamaraca Island, the vessel struck and became a total wreck. The Court, after carefully inspecting the course according to the Master's charts, came to the unanimous conclusion that the loss of the vessel was solely attributable to the fact of an error existing in the chronometer, which placed him 30 miles to eastward of his real position, also to correct soundings not having been obtained by the Mate, when the lead was hove prior to the ship's striking, and not to any incompetency or want of vigilance on the part of the Master, who appears to have taken every necessary precaution.	Captain Schræder acquitted all blame.
8. **"Idas,"** SAMUEL POTTS, *Master.* C.S.	Stranded, supposed on the South Saddle Island, outside the port of Shanghae, on 7th May 1864.	Inquiry at Shanghae, before H. Hutchins, Esq. RN., and W.H. Lay, Esq. Vice Consul at Shanghae, assisted by Mr. W. O. Longman, Master of the Ship "Silver Eagle," and Mr. W. W. Williams, Master of the Ship "Brockham."	In this case neither the Master nor Mate knew where their ship went on shore, and for want of sufficient evidence the Court were unable to come to a decision as to the cause of the casualty, but they considered the Master greatly to blame for not endeavouring to find out the name of the island upon which the vessel was wrecked, he having remained there for three days after she broke up; also for not detaining the Master of the Chinese fishing boat which conveyed him and his crew to Shanghae, from whom, through an interpreter, the information might have been obtained.	
9. **"Illawarra,"** S.S. FREDK. TORCKLER, *Master.*	Stranded on the Volcano Islands 22nd June 1864.	Inquiry at Shanghae, before C. Albert, Esq., R.N., and W. H. Fay, Esq., Vice Consul at Shanghae, assisted by Mr. J. Gibson, Master of the steam-ship "City of Nantes," and Mr. H. Batten, Master of the steam-ship "Whampow."	The "*Illawarra*" left Shanghae at 4 p.m. on the 21st of June, with a cargo of oilman's stores, &c. A Pilot supplied by the Chinese owners was on board. The lead was kept going from dark till midnight, when the vessel got into 6 fathoms of water. The lead then became useless, and the leadsman was called in by the Pilot. A fog came on about 2 a.m. on the 22nd, but the ship appears to have been kept at full speed, the Gunner at the time being in charge of the watch; and two hours later the ship struck on the Volcano Islands and soon filled with water. The crew were taken off by a lorcha and landed at Chinhan. The Pilot, who had been on board 18 months, stated that, owing to a fresh wind and unusually strong tide, the ship had not made the distance he thought she had. The Court were of opinion that the Master was to blame, for keeping his ship at full speed when the weather was thick and hazy, and also for not being on deck or having a more responsible officer of the watch than the Gunner. They considered that it was his duty to have anchored when the fog came on and severely censured him for his carelessness.	Captain Torckler's Certificate returned to him, with an admonition.
10. **"Isle O' May,"** *of London.* 392 Tons, Official No. 16,385. JAMES GRAY, *Master.* C.C. No. 6,942.	Stranded on a sandbank between the Island of Banka and Island of Lepa, and abandoned on the 14th July 1864.	Inquiry held at Singapore, before W. W. Willans, Esqre., Police Magistrate, and John Lawrence Kirby, Esqre., Officiating Master Attendant, 28th August 1864.	The "*Isle O' May*" left Hobart Town on the 26th of May 1864, for Singapore. The voyage proceeded fairly till the 13th of July, when the ship ran on a sandbank between the Island of Banka and the Island of Lepa, the weather at the time being fine. The vessel was abandoned by the Master and crew on the following morning, when they were received on board the British barque "Unicorn." The Court considered that the Master not only exhibited great want of judgment, but was guilty of grave indiscretion in standing in towards an unsurveyed leeshore beyond the soundings laid down on his chart, and that he was quite unjustified in abandoning his vessel in such haste in her uninjured state, with three good boats capable of taking off the crew; also with the chance of a rising tide which might have had the effect (with proper management) of floating the ship. They therefore suspended his certificate.	Captain Gray's Certificate suspended for twelve months.
11. **"King Arthur,"** 1,096 Tons. ROBERT BRAMWELL, *Master.*	Stranded on the north end of the Alceste Reef in the Gaspar Strait.	Inquiry at Batavia before James Mc Lachlan, H. B. M. Consul, and Messrs. Page, Landberg, and Myrtle.	The "*King Arthur*," bound from Shanghae for London, struck upon the Alceste Reef during misty weather. The Master, expecting the vessel would slide off into deep water, concluded that it would be best for all concerned to dispose of her. The Court were of opinion that the Master stood fully acquitted from all dishonest purposes in selling the vessel, but that they must severely blame him for the error in judgment in selling the ship and cargo in the position he then was, having received from the Resident of Billiton a gunboat to protect the vessel and a sufficiency of prows to rescue a considerable portion of the cargo.	Captain Bramwell censured.

Name, &c. of Ship.	Date, place, and nature of casualty.	Court or Tribunal by whom Inquiry was made.	Substance of Report of Inquiry.	Final Result.
12. **"Knight Templar,"** *of Liverpool.* 1,071 Tons, Official No. 145,911 WILLIAM GUYSE SPARKE, *Master.*	Wrecked on the rocks in Allas Straits, 18th September 1864.	Inquiry held at Singapore before W. W. Willans, Esq., Magistrate of Police, and Jno. Lawrence Kirby, Esq., late officiating Master Attendant.	The "*Knight Templar*" left Shanghae on the 19th July 1864, on a voyage to London with a cargo of cotton, tea, &c.; on the 18th September entered Allas Straits with light variable winds from the south. The tide being unfavourable, sent two boats ahead to tow, notwithstanding which, the current being still strong and dead against the vessel, she drifted towards the rocks, striking soon after and becoming a total wreck. The Court were of opinion that the loss of the vessel was owing entirely to the light wind and strong S.W. current which carried her on shore, and imputed no blame to the Master, who appears to have done everything he could under the circumstances.	Captain Sparke acquitted of all blame.
13. **"Lammermuir,"** *of London.* JAMES JOASS, *Master.*	Wrecked on a sunken rock between Pulo Leat and the Discovery Rocks, in the Macclesfield Channel of the Gaspar Straits, on 31st of December 1863.	Inquiry held at Singapore, before Lieut. Burn, Master Attendant, and Captain S. T. Wright, Assistant Master Attendant.	The "*Lammermuir*" left Shanghae on the 19th of December 1863, on a voyage to London with a cargo of cotton, and on the 31st of December, while passing through the Macclesfield Channel, Gaspar Straits, she struck upon a rock alleged not to be marked in the Master's chart, filled very fast, and soon after sunk. The crew took to the boats and were rescued by the Spanish ship "Arizona," Captain Augelda Balpardo, Master, who treated them with the greatest kindness. The Court, after the most careful examination, were of opinion that the Master was not in any way to blame for the loss of the ship, he having, as the evidence shows, appeared to have used every precaution to insure the safe passage of the vessel through the channel, and accordingly returned him his certificate. The Court recommended that in a channel so much used by vessels from China and the Straits, the exact position of the unknown rock should be ascertained and made known as soon as possible. The Admiralty entirely dissent from the finding of the Court, and consider that the Master acted with great imprudence, and that the navigation of the Macclesfield Channel between Pulo Leat and Discovery Rocks is full of danger, and ought not to be undertaken at night. Further, that the rock on which the ship struck was part of a reef which is shown on the chart as extending off the western side of Pulo Leat.	Captain Joass acquitted of all blame.
14. **"Lintin,"** *of London.* Official No. 17,090. JAMES GRIFFITHS, *Master.*	Stranded on the beach off Chapagner, coast of Honduras, on the 10th of November 1863.	Inquiry held at Truxillo, before J. M. Watson, Esq., Commander, Lieut. J. N. Mostyn, and John Richards, Esq., Master, Officers of H.M.S. "Petrel," and Wm. J. Netherby, Esq., Consular Agent.	The "*Lintin*" was on a voyage for Honduras, and while lying off Chapagner (at which place she had arrived only a few days previously) ready for loading, a gale of wind arose. The cable having parted, sail was made, but the violence of the gale carried the masts away, and the vessel drove on shore and broke up immediately. The crew were saved. The Court held that no blame whatever was due to the Master, officers, and crew, and were further of opinion that everything was done to save the ship that under the circumstances could have been expected from a seaman of Captain Griffiths' experience.	Captain Griffiths acquitted of blame.
15. **"Loochoo,"** *of Greenock.* ROBERT WARDEN, *Master.* C.C. No. 19,957.	Wrecked on the North Bank, outside the Port of Shanghae, on the 18th April 1864.	Inquiry held before William H. Lay, Esq., H.B.M's. Vice-Consul, Shaughae, Mr Thomas Macey, Master of the British Ship "Challenge," and Mr. William Rowe, Master of the British Steamer "Bahamas."	The "*Loochoo*" sailed from Ardrossan on the 24th November 1863, bound for Shanghae with a cargo of general merchandise; the voyage proceeded favourably until the 18th of April 1864, when being off North Saddle Island and the weather clear and fine, in attempting to make the light ship at the entrance of the River Yangtsze, a dense fog suddenly settled down, and notwithstanding the efforts of the Master the vessel went aground, and became a total wreck. The Court was of opinion that the Master had displayed great imprudence in not either anchoring until he could have procured a pilot or at once proceeding to sea. The Master therefore was severely censured, and his certificate suspended.	Captain Warden's Certificate suspended for six months.
16. **"Mary Louisa,"** *of North Shields.* Official No. 16,238. JOHN J. ATKINSON, *Master.*	Stranded at the Faro Point, 30th March 1864.	Inquiry held at Messina, before Joseph Rickards, H.B.M's. Vice-Consul, and Messrs. Gray, Wood, Trimple, and Handford.	The "*Mary Louisa*" sailed from Genoa in ballast on the 22d March, bound to Constantinople, and on the 30th of that month she got on shore near the Faro Lighthouse. From the evidence given, the Court could not ascertain whether it was in consequence of the strong currents which always prevail near the Faro Point, or of any wrongful act of Mr. Atkinson, but they were of opinion that every precaution was not taken by the Master or his chief officer, considering that the vessel was passing a dangerous strait and in the night time. The Court ordered, subject to the approval of the Board of Trade, that the Certificate of the Master be cancelled, and that the Certificate of Wm. Cowey, mate, be suspended for 12 months.	Certificate of Captain Atkinson cancelled and that of Wm. Cowey suspended for 12 months. N.B. The Board of Trade subsequently modified the sentence by suspending Captain Atkinson's certificate for 12 months and Wm. Cowey's certificate for 6 months.

17. **"Morning Star,"** *of Cape Town.* Official No. 37,034. DAVID GRANT, *Master.*	Lost on the Alceste Reef, in the Gaspar Straits, on the 29th of May 1864.	Inquiry held at Singapore, before Lieut. Burn, Master Attendant, and Jno. W. Morris, Esq. Second Master of H.M.S. "Clown."	The "*Morning Star*" sailed on a voyage from Manila to New York on the 28th of April 1864; and on the 29th May, in trying to pass through the Macclesfield Strait, the weather being fine and clear and the ship being on the port tack, heading about S.S.W., she struck upon the Alceste Reef (Gaspar Straits), and rapidly filling with water, was shortly after abandoned. The Master alleges the Alceste Reef was not properly marked on his chart. The Court held that the vessel was lost through the Master's imprudence in hugging the reef too close, more especially as by his own statement the reef was not clearly discernible at the time. The Master was accordingly censured. Neither Master nor Mate hold a certificate of competency.	Captain Grant censured.
18. **"Olivia,"** JOHN BARR, *Master.* ROBERT BARR, *Mate.*	Stranded a short distance from Colombo, 4th August 1864.	Inquiry at Colombo, before John Silby, Esq., Magistrate, and Captain J. Donnan, Nautical Assessor.	The "*Olivia*" was proceeding to sea and was getting under weigh, when her head canted the wrong way, and she took the ground. The Master was on board, but below unwell, and the Mate, who possessed a Second Mate's certificate only, had charge. The Court were of opinion that the Mate was incompetent to take charge, and that the vessel was lost by his gross ignorance, carelessness, and inattention, and censured the Master for proceeding to sea without a competent officer on board, especially as he was incapacitated by sickness from assuming the command.	Capt. Barr's certificate returned to him. The certificate of Robt. Barr, being a Second Mates only, was also returned to him by the Court.
19. S.S. **"Scotia,"** WILLIAM GAY, *Master.*	Stranded off Starling Point, near the entrance to Bluff Harbour, Southland, New Zealand, on 2nd June, 1864.	Inquiry at Campbelltown, Bluff Harbour, before J. N. Watt, T. Heale, and A. J. Elles, Esqs., Justices of the Peace for the Colony of New Zealand, and R. Nicoll, Esq., Master of British Ship "Paria," as Assessor.	On arriving off Bluff Harbour at 6 P.M. of the 2nd of June 1864, the Master of the "*Scotia*," on account of the thickness of the night, and his never having before visited this port, caused the steam to be eased until 9 P.M., when, the weather having become clearer, he proceeded to run in for the harbour; about 11 o'clock the vessel approached a point about three-quarters of a mile S.S.W. of Starling Point. When within six or seven cables lengths of the pilot station on Starling Point, the Master caused a gun to be fired, but continued to run on at a speed of six or seven knots an hour, although so close to land. In a very few minutes the vessel went on the rocks. The passengers and crew were saved. It appeared that although the Captain had on board a book of sailing directions for entering this harbour, he never looked at them, but trusted to the assistance of a passenger. There was a red light on Starling Point, which was proved to have been visible to those on board. The Court found the Master guilty of culpable negligence in not using every means in his power to inform himself as to the port he was about to enter, and considered that he ought to have fired guns for a pilot much sooner than he did, and have stopped his vessel until the pilot came off; and that he was most rash in running to a point so close to a red light. The Court, probably through ignorance of the powers given to Courts of Inquiry by the M.S.A. Amendment Act, did not cancel or suspend the Master's certificate, and by the same Act the Board of Trade, although quite agreeing with the finding of the Court, were unable to do so.	
20. **"Sea Horse,"** *of Liverpool.* 866 Tons. ROBERT FRANCIS CARTY, *Master.* C.C.	Stranded on a rock near Jelaka Island, in Gaspar Straits, 10th Sept. 1864.	Inquiry at Singapore, before W. W. Willans, Esq., Magistrate of Police, and J. Lawrence Kirby, Officiating Master Attendant.	The "*Sea Horse*" left Liverpool on the 4th June 1864, bound for Shanghai, with a cargo of coals. She made Macclesfield Channel, Gaspar Straits, on the 10th September, when she struck on a coral rock, and eventually became a total wreck. The vessel was very badly supplied with charts. The one she was then being navigated by, published by James Imray and Sons, Minories, 1864, was too small, many of the dangers of this channel not being laid down on it. Under these circumstances the Court were of opinion that the Master should have taken the Carrimatta Channel; the only one for which his chart was applicable, but as he appeared to have been very careful in conducting his vessel, they did not think him guilty of culpable negligence, but of a serious error of judgment. The Court also remarked that great remissness appeared to have taken place regarding the compasses, which had not been properly adjusted prior to leaving port, nor had any deviation table been supplied.	Captain Carty censured.
21. **"Surat,"** *of Liverpool.* 498 Tons. Official No. 45,901. JOHN BLACK, *Master.* C.C. 1714.	Wrecked on a sunken reef in the Sunda Straits, in Thousand Islands, on 7th January 1864.	Inquiry held at Singapore, before Lieut. H. Burn, Master Attendant, and Capt. G. J. Wright, Assistant Master Attendant.	The "*Surat*" was bound on a voyage from Liverpool to Hong Kong. On the 7th January 1864, while steering N.N.E., sounded 18 fathoms with hard bottom, in the course of a few minutes struck on a coral reef about 14 feet below water. Every effort was used to get the ship off, but she speedily filled with water and was finally abandoned. The finding of the Court, after a careful examination, was that the vessel was lost by accident on a reef in the Sunda Straits, one not marked down in the chart; but at the same time they censured the Master for not having had proper set look outs while running among so many islands, more especially as he was a stranger to that channel; also that he ought to have laid his position at noon every day on the chart, and also stated it in his log book, but in consideration of his long services as a Master, and the excellent testimonials produced from his former owners, they returned him his certificate, trusting it would be a lesson to him in future.	Captain Black's Certificate restored to him, with an admonition.

Name, &c. of Ship.	Date, place, and nature of casualty.	Court or Tribunal by whom Inquiry was made.	Substance of Report of Inquiry.	Final Result.
22. **"Thomas Royden,"** *of Liverpool.* Official No. 15,073. HERBERT WELCH, *Master.*	Destroyed by fire near Rio Janeiro on the 27th of October 1864.	Inquiry held before Captain F. A. Craufurd H.M.S. "Egmont," President; Jno. Morgan, junr., Esq., H.M.S. Consul; Lieutenant Jas. D. Curtis, H.M.S. "Egmont," and Mr. Joseph Hunter, Master of the "Hannah Fownes."	The "*Thomas Royden*" was bound on a voyage from Liverpool to Manila, laden with a cargo of crockery and iron; on the 27th October 1864 the vessel was discovered to be on fire, and notwithstanding the most strenuous exertions of the Master, officers, and crew to save the ship, they were compelled to abandon her, and were rescued by the French ship "Esperance," Captain Boivin, Master; the ship soon after going down. No apparent reason appeared to exist as to the cause of the fire, except that it might have been occasioned by the friction of the iron against the crates setting fire to the straw securing the crockery. The Court, after deliberately considering all the evidence and depositions of the witnesses, were unable to come to any conclusion as to the origin of the fire which caused the loss of the ship, inasmuch as apparently every precaution was taken to insure good order and discipline; and they were further of opinion that much praise is due to the Master, officers, and men for the exertions they made to endeavour to extinguish the fire and save the ship, which they refused to abandon until all their efforts proved abortive.	Captain Welch and crew acquitted of blame.
23. **"Undaunted,"** *of London.* 1,245 Tons. JOHN C. CLARE, *Master.* C.C. DAVID COPLAND, *Mate.*	Stranded on the north end of Cockburn Reef, Torres Straits, on the 4th September 1863.	Inquiry at Singapore, before G. T. Wright, Esq., Marine Magistrate, and John Phillips, Esq., Master H.M.S. "Vigilant."	The "*Undaunted*" left Sydney in ballast on the 22nd of August 1863, bound for Calcutta. On the 3rd of September at noon, the ship was in S. latitude 12° 31′ 40″, E. longitude 146° 28′ 15″, about 140 miles from the Great Detached Reef, the weather being fine. At 2·40 PM. of the 4th the vessel was in a safe position, with Sir Charles Hardy Island in one S.E. ½ S. and Great Cockburn Island S.W. by W. ½ W. From this position a proper course was steered to make the north end of Cockburn Reef, but she was lost on the same before rounding it, in consequence of the Chief Mate (who was looking out on the fore topsail yard) incorrectly reporting the extreme of the reef to be two points on the port bow, and telling the Master he could haul up a point; and before the mistake was discovered she went on the rocks. Every precaution appears to have been taken by the Captain to ensure safety in passing through this dangerous channel. But as it is necessary to pass within half a mile of the extremity of the reef to avoid the dangers on the other side, everything depends on the accuracy of the men on the look out. The Court were of opinion that great carelessness and want of vigilance was shown by David Copland, the chief mate. They therefore recommended that his certificate should be suspended for six months and that he should be severely censured for his gross negligence. They also added a recommendation that a beacon should be placed on the North End of the reef.	Captain Clare acquitted of all blame. David Copeland's Certificate returned to him, as it could not be legally suspended, the Court not having complied with the requirements of Clause 6, Sections 23, 25 and 26 Vic. cap. 63, of the Act.
24. **"Volunteer,"** 783 Tons. JOHN TODHUNTER, *Master.* C.C.	Stranded on the Cargados, Garayos Banks, in the Indian Ocean, the 7th December 1863.	Inquiry held at Mauritius, before D. Wales, Esq., Harbour Master, and others.	The "*Volunteer*" left Port Louis, Mauritius, bound to Calcutta, on the 5th December 1863. The weather was fine, with a light breeze. On the night of the 6th the master went below, leaving the vessel in charge of the First Mate with orders to keep a good look out for land. At 3 AM. of the 7th the vessel struck. The Court were of opinion that the Master was seriously to blame for the loss of his ship, in attempting to pass these dangerous shoals and banks in the night, especially as he had never been this voyage before; for not heaving the lead; and for not being on deck when he had every reason to believe he was in their vicinity, and they suspended his certificate for 12 months. They strongly reprehended the system which he appears to have followed in not availing himself of the assistance of any of his officers, but keeping the observations for the position and the navigation of the vessel entirely in his own hands. The log book having been forgotten, in the hurry of leaving, it was impossible to ascertain all the particulars of the course pursued. At the same time, the Court expressed their approval of the manner in which Mr. Todhunter brought his officers and crew in safety to Mauritius in the vessel's boats.	Captain Todhunter's Certificate, having been granted by the Bengal Government, was forwarded to the India Office, to be dealt with as the Secretary of State might direct.

CHART

SHEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

ENGLAND & WALES

during 1864.

COMPILED FROM THE BOARD OF TRADE

WRECK REGISTER.

SYMBOLS.

I. Casualties by Stranding

x Signifies a Total loss
x " a partial loss

II. Casualties by Collision.

between two Steam Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss

between two Sailing Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss

between two Fishing Boats with total loss of both Vessels
with total loss of one Vessel
with partial loss

between a Steam Vessel and a Sailing Vessel with total loss of both Vessels
with total loss of one Vessel
with partial loss

between a Steam Vessel and a Fishing Boat with total loss of both Vessels
with total loss of one Vessel
with partial loss

between a Sailing Vessel and a Fishing Boat with the total loss of both Vessels
with total loss of one Vessel
with partial loss

ties otherwise than by Collision or Stranding.

Signifies a total loss of a Steam Vessel.
" a partial loss of a Steam Vessel
" a total loss of a Sailing Vessel
" a partial loss of a Sailing Vessel
" a total loss of a Fishing Boat
" a partial loss of a Fishing Boat

Apparatus for Saving Life.

Life Boat Station
Rocket Apparatus
Mortar Apparatus Station

English Miles 69 = One Degree

CHART

SHEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

IRELAND

during 1864

COMPILED FROM THE BOARD OF TRADE

WRECK REGISTER.

SYMBOLS.

I.—Casualties by Stranding.

- ✕ *Signifies a Total loss.*
- ✕ *..... a partial loss*

II.—Casualties by Collision.

a Collision between	two Steam Vessels	with total loss of both Vessels
" "	" "	with total loss of one Vessel
" "	" "	with partial loss
between	two Sailing Vessels	with total loss of both Vessels
" "	" "	with total loss of one Vessel
" "	" "	with partial loss
between	two Fishing Boats	with total loss of both Vessels
" "	" "	with total loss of one Vessel
" "	" "	with partial loss
between	a Steam Vessel and a Sailing Vessel	with total loss of both Vessels
" "	" "	with total loss of one Vessel
" "	" "	with partial loss
between	a Steam Vessel and a Fishing Boat	with total loss of both Vessels
" "	" "	with total loss of one Vessel
" "	" "	with partial loss
between	a Sailing Vessel and a Fishing Boat	with the total loss of both Vessels
" "	" "	with total loss of one Vessel
" "	" "	with partial loss

Casualties otherwise than by Collision or Stranding.

- † *Signifies a total loss of a Steam Vessel.*
- † *.. .. a partial loss of a Steam Vessel.*
- ● *.. .. a total loss of a Sailing Vessel.*
- ○ *.. .. a partial loss of a Sailing Vessel.*
- ♦ *.. .. a total loss of a Fishing Boat.*
- ◇ *.. .. a partial loss of a Fishing Boat.*

Apparatus for Saving Life

- *Life Boat Station.*
- *Rocket Apparatus Station.*
- *Mortar Apparatus Station.*

English Miles: 69 14 = One Degree

CHART

HEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

SCOTLAND

during 1864.

COMPILED FROM THE BOARD OF TRADE

WRECK REGISTER.

SYMBOLS.

I. Casualties by Stranding.

▲ Signifies a Total loss

X ... a partial loss

II. Casualties by Collision.

‡ Signifies a Collision between two Steam Vessels with total loss of both Vessels

... with total loss of one Vessel

... with partial loss

between two Sailing Vessels with total loss of both Vessels

... with total loss of one Vessel

... with partial loss

between two Fishing Boats with total loss of both Vessels

... with total loss of one Vessel

... with partial loss

between a Steam Vessel and a Sailing Vessel with total loss

... with total loss

... with partial

between a Steam Vessel and a Fishing Boat with total loss

... with total loss

... with partial

between a Sailing Vessel and a Fishing Boat with total loss

... with total loss

... with partial

III. Casualties otherwise than by Collision or Stranding.

† Signifies a total loss of a Steam Vessel

‡ ... a partial loss of a Steam Vessel

● ... a total loss of a Sailing Vessel

○ ... a partial loss of a Sailing Vessel

♦ ... a total loss of a Fishing Boat

◇ ... a partial loss of a Fishing Boat

Apparatus for Saving Life.

Life Boat Station

Rocket Apparatus Station

Mortar Apparatus Station

English Miles 69.1 = One Degree

COLLIERS (IRELAND).

RETURN to an Order of the Honourable The House of Commons, dated 15 June 1865;—*for*,

A RETURN "of the Number of COLLIERS laden with COALS and COKE which entered the several Ports of *Ireland* during the Year 1864; the approximate Number of Tons of Coal and Coke imported into each Port; and the Number of Colliers which cleared from the Irish Ports in Ballast during the same Period."

PORTS IN IRELAND.	Number of Colliers entered with Cargoes.	Quantities Imported.		Number of Colliers cleared out in Ballast.
		Coals.	Coke.	
		Tons.	*Tons.*	
Dublin	3,948	674,741	314	3,159
Ballina	15	1,500	-	1
Belfast	4,599	562,517	250	3,815
Coleraine	161	13,994	-	133
Cork	1,452	264,199	-	990
Drogheda	370	48,465	-	327
Dundalk	617	71,966	100	580
Galway	48	9,499	-	7
Limerick	180	36,974	-	23
Londonderry	548	73,648	58	393
Newry	921	100,680	172	660
Ross	217	25,670	-	96
Skibbereen	73	8,434	-	42
Sligo	77	6,606	-	41
Strangford	449	40,503	-	383
Tralee	48	5,792	-	30
Waterford	838	120,014	-	152
Westport	24	2,103	—	—
Wexford	502	45,010	-	154
TOTAL	15,087	2,112,315	894	10,986

Note.—The particulars exhibited in the foregoing Return have been supplied by the local Officers of Customs at the respective Ports.

Office of the Inspector General of Imports and Exports, Custom House, London, 29 June 1865. } *John A. Messenger.*

COLLIERS (IRELAND).

RETURN of the Number of Colliers laden with Coals and Coke which entered the several Ports of *Ireland* during the Year 1864; the approximate Number of Tons of Coal and Coke imported into each Port; and the Number of Colliers which cleared from the Irish Ports in Ballast during the same Period.

(*Mr. Monsell.*)

Ordered, by The House of Commons, *to be Printed,*
3 *July* 1865.

DUBLIN PORT.

RETURN to an Order of the Honourable The House of Commons, dated 19 May 1865;—*for*,

RETURN "of the TOTAL RECEIPTS of the DUBLIN BALLAST CORPORATION for TONNAGE and QUAY WALL DUES levied on all VESSELS entering the PORT of DUBLIN in the Year ending the 31st day of December 1864, and stating separately the Amount of such Dues received from—1. Steam Vessels; 2. Vessels laden with Coals; 3. Vessels laden with Timber; 4. Vessels laden with Corn and other Descriptions of Cargo:"

"And ACCOUNT of RECEIPTS and DISBURSEMENTS by the CORPORATION for PRESERVING and IMPROVING the PORT of DUBLIN, from the 31st day of December 1863 to the 31st day of December 1864, and of MONIES BORROWED, stating the Annual Amount of Interest payable thereon, and Surplus Receipts above Disbursements, &c. (in continuation of Parliamentary Paper, No. 214, of Session 1864)."

RETURN of the CORPORATION for Preserving and Improving the PORT of DUBLIN.

	Tonnage Dues.			Quay Wall Dues.		
	£.	*s.*	*d.*	£.	*s.*	*d.*
1. Steam Vessels	15,046	19	9	2,507	16	8
2. Vessels laden with Coals	8,058	18	6	1,343	3	1
3. Vessels laden with Timber	857	1	2	1,440	–	5
4. Vessels laden with Corn and other descriptions of Cargo	4,317	5	1	916	11	9
£.	28,280	4	6	6,207	11	11

A. Tyner, Accountant.
W. Lees, Secretary.

Ballast Office, Dublin,
15 June 1865.

AN ACCOUNT of RECEIPTS and DISBURSEMENTS by the CORPORATION for PRESERVING and IMPROVING the PORT of DUBLIN, from the 31st day of December 1863 to the 31st day of December 1864.

RECEIPTS.	£. s. d.	£. s. d.
Balance, 31st December 1863	- - -	33,200 8 1
Tonnage Duty	30,712 11 –	
Quay Walls	6,344 18 8	
Casual Receipts	791 1 10	
Sinking Fund	7 9 2	
Reserve Fund Dividends	1,050 5 –	
Mercantile Marine Fund	281 19 7	
Ballast	10,329 2 10	
Graving Slip	105 13 10	
Graving Dock	600 17 3	
Docks at Custom House	112 5 1	
Pilotage	5,150 4 4	
Pilot Boats' Earnings	876 2 9	
Rents receivable, Lands at Bullock, &c.	706 0 9	
		57,068 12 1
	£.	90,269 – 2

DISBURSEMENTS.	£. s. d.	£. s. d.	£. s. d.
Ballast Office House		627 3 –	
Ballast Office Loan Debenture, Interest		3,302 12 9	
Ballast Office Loan Debenture, Cancelled		90 8 7	
Sinking Fund		817 18 5	
Harbour		27,645 16 6	
New Basin at North Wall		3,735 9 4	
Incidents	12 9 4		
Interest paid Bankers	520 8 7		
		532 17 11	
Life Boats		80 – –	
Pensions and Charities		375 2 9	
Printing and Stationery		287 10 –	
Superannuations		505 12 5	
Salaries		2,701 5 4	
Repayments		32 2 11	
North Quay Wall, Sheds, Cranes		2,443 18 3	
South Quay Walls		306 – 9	
Great North Wall		215 11 8	
Great South Wall		63 9 8	
Pigeon House, Road, and Wall		53 2 5	
Tramways		79 18 3	
Wharves		344 9 9	
Ballast		5,078 10 –	
Ballast Yard. House and Concerns, City Quay		109 7 2	
Graving Slip		264 9 9	
Graving Dock		816 13 –	
Docks at Custom House		917 10 1	
Pilotage		4,887 19 8	
Pilot Service		2,016 4 11	
Rents payable, Lands at Bullock, &c.	396 16 2		
Suspense Account	181 10 –		
		578 6 2	
			58,909 11 5
Reserve Fund		– –	29,635 7 4
Balance, 31st December 1864		– –	1,724 1 5
		£.	90,269 – 2

Ballast Office, Dublin, 15 June 1865.

W. Lees, Secretary.

A. Tyner, Accountant.

ACCOUNT of MONIES Borrowed, stating the Annual Amount of INTEREST payable thereon, and SURPLUS RECEIPTS above DISBURSEMENTS.

	£. s. d.	£. s. d.
Monies borrowed by debentures, under the authority of the Act 26 Geo. 3, c. 35, or of any other Act:		
Late Irish Currency, £.100 each, British Currency - - - - - - -	87,876 18 6	
British Currency, £.100 each - - -	20,000 – –	
		107,876 18 6
What part of the same has been paid off:		
To 31 December 1859 - - - -	22,323 1 7	
To 31 December 1860 - - - -	3,000 – –	
To 31 December 1861 - - - -	676 18 5	
To 31 December 1862 - - - -	830 15 6	
To 31 December 1863 - - - -	—	
To 31 December 1864 - - - -	1,107 14 –	
		27,938 9 6
Existing Debenture Debt, 31st December 1864 - - - £.		79,938 9 –
Annual amount of Interest payable on existing Debt - - -		£. 3,197 10 9
The Corporation have power to issue Debentures to the further amount of - - - - - - - - - - - - -		£. 30,000 – –

STATEMENT of SURPLUS RECEIPTS above DISBURSEMENTS.

	Receipts.	Disbursements.
	£. s. d.	£. s. d.
1859 - - - -	53,594 18 3	49,579 18 8
1860 - - - -	53,743 7 10	50,486 5 1
1861 - - - -	59,600 15 7	59,354 3 7
1862 - - - -	64,992 15 9	55,794 19 1
1863 - - - -	60,277 7 8	55,516 4 8
1864 - - - -	57,068 12 1	58,909 11 5

DUBLIN PORT.

RETURN of the Total Receipts of the Dublin Ballast Corporation for Tonnage and Quay Wall Dues in the Year ending 31 December 1864; and, Account of Receipts and Disbursements by the Corporation for Preserving and Improving the Port of Dublin, from 31 December 1863 to 31 December 1864, and of Monies Borrowed, stating the Annual Amount of Interest payable thereon, and Surplus Receipts above Disbursements; &c.

(*Mr. Joseph Ewart.*)

Ordered, by The House of Commons, *to be Printed,*
26 *June* 1865.

415.

Under 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 15 June 1865;—*for*,

RETURN "showing the BALANCES of the PIER FUND and LOAN FUND in the hands of the COMMISSIONERS of PUBLIC WORKS, *Ireland*, on the 31st day of December 1835:"

"And, ACCOUNT of all PAYMENTS since made out of such BALANCES, and the authority under which they were so made; the existing state of these Funds respectively, and if such Funds are now in the hands of the Commissioners, and available for the purposes for which they were originally intended, or have been transferred by them to any, and what other Account."

	£.	s.	d.
Balance, 31st December 1835.—Pier Fund	10,177	5	9
Less Contribution of N. D. Crommelin, Esq., in aid of Cushendun Pier, which formed a part of this balance; returned to him as the Pier was not gone on with	1,000	–	–
£.	9,177	5	9
Balance, 31st December 1835.—Loan Fund	2,737	5	2
£.	11,914	10	11

Expended under Treasury sanction on—	£.	s.	d.	£.	s.	d.
Ardglass Harbour				508	14	5
Belmullet Pier				163	2	6
Barna Pier				100	–	–
Ballyowen Pier				170	17	3
Bruckless Pier				119	5	2
Ballyvaughan Pier				603	3	5
Cleggan Pier				41	11	–
Caherciveen Pier				500	–	–
Cape Clear Pier				50	–	–
Cahore, or Poulduff Pier				746	17	5
Drumminaweelane Pier				60	–	–
Galway Slate Pier				6	14	3
Great Man's Bay Pier				346	8	6
Glandore Pier				929	1	9
Innisturk Pier				416	19	2
Kinsale Pier				518	12	–
Kilmore Pier				754	14	6
Lackeen Pier				119	4	8
Portmore Pier				86	1	11
Rathmullen Pier				1,789	19	6
Raigh Pier				387	3	8
Fishery Inquiry				2,624	1	5
Incidents				270	12	7
	£.			11,313	5	1
Less saving on—						
Ring Pier	£. 87	11	4			
Kenmare Pier	22	10	–			
				110	1	4
						11,203 3 9
Balance now in hand of Commissioners, and available			£.			711 7 2

The present balance is altogether applicable to piers, the two funds having been merged, as shown in the preceding statement.

Office of Public Works, Dublin, 4 July 1865.

W. B. Soady, Accountant.

PIER AND LOAN FUNDS (IRELAND).

RETURN showing the BALANCES of the PIER and LOAN FUND in the hands of the COMMISSIONERS of PUBLIC WORKS, *Ireland*, on 31 December 1835; and, ACCOUNT of all PAYMENTS since made out of such BALANCES, and the Authority under which they were so made; the existing State of these Funds respectively; &c.

(*Sir Edward Grogan.*)

Ordered, by The House of Commons, *to be Printed*,
6 *July* 1865.

RETURN to an Order of the Honourable The House of Commons, dated 11 May 1865;—*for*,

DETAILED STATEMENT "relative to the HARBOURS of REFUGE at *Dover*, *Alderney*, and *Portland*, together with the QUARTERLY REPORTS of the ENGINEERS, for the Year ending the 31st day of March 1865."

DETAILED STATEMENT relative to HARBOURS of REFUGE; showing the Total Estimated Cost of the Works proposed; the Sums already Voted by Parliament for each Harbour; the Amount required to be Voted in the present Year ending the 31st day of March 1866; and the Sums that will be necessary for the Completion of the Works:

And, Copy of the REPORTS of the ENGINEERS in Charge of the Works, for the Four Quarters of the Year ending the 31st day of March 1865 (in continuation of Parliamentary Paper, No. 320, of Session 1864).

[*N.B.*—The Papers printed for The House, No. 455 of 1850, No. 520 of 1851, No. 274 of 1852, No. 304 of 1853, No. 276 of 1854, No. 169 of 1855, No. 107 of 1856, No. 116 of Sess. (2) 1857, No. 262 of 1858, No. 84 of Sess. (2) 1859, No. 384 of 1860, No. 223 of 1861, No. 195 of 1862, No. 154 of 1863, and No. 320 of 1864, contain full particulars of these Harbours up to 31 March 1864.]

ACCOUNT showing Total Estimated Cost of the Works; Sums already Voted; Sums Estimated for the Year 1865–6, and Balance necessary for Completion.

HARBOURS.	Total Estimate.	Total Amount of Votes.	Vote required for 1865–6.	Subsequent Votes required to complete the Works.	Reports of Engineers.
	£.	£.	£.	£.	Pages
1. Dover - -	650,000	639,000	30,000	- -	2 to 5
2. Alderney - -	1,200,000	1,157,000	35,000	8,000	6 to 9
3. Portland - -	1,047,125	1,024,000	11,000	12,125	10 to 13

Whitehall, Treasury Chambers, 4 May 1865.

F. PEEL.

Dover.

1.—DOVER.

ENGINEERS' REPORT for the Quarter ending 30th June 1864.

Sir, 23, Great George-street, 8 July 1864.

THE following progress has been made with the works of the Admiralty Pier since our last quarterly report.

The foundations have been extended a distance of 36 feet, and a length of 100 feet of the Pier has been raised a height of 17 feet.

The total length of the foundation is now 1,812 feet, and the length completed to quay level is 1,641 feet. A length of 500 feet of the Promenade has been opened for the use of the public, and a further length will shortly be ready.

The platforms for the use of the railway passengers are in progress, and the entrance gates are now being erected.

Seven hundred and fifty-one tons of dressed granite have been delivered for the works during the past quarter.

The average number of men employed has been 130 at Dover, and 11 at Rye.

Certificates amounting to 9,000 *l.* have been granted to Messrs. Lee & Son, the contractors, during the quarter, making the total sum certified and paid for the first and second contracts, and the junction wall, 575,777 *l.*

We have, &c.
(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1864.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified and paid from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Clerks, Foremen, &c.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Labourers.	Blockmakers at Rye.
			£.	£.	£.	£.									
Breakwater from Cheeseman's Head, 1,800 feet long.	- First contract, Oct. 1847. Second contract, Nov. 1854.	- First contract, Oct. 1854. -Second contract, Nov. 1864.	650,000	30,000	9,000	575,777	6	35	2	4	3	2	3	75	11

23, Great George-street, 8 July 1864. (signed) *M'Clean & Stileman.*

Dover.

ENGINEERS' REPORT for the Quarter ending 30th September 1864.

Sir, 23, Great George-street, 10 October 1864.

THE progress made with the works of the Admiralty Pier at Dover, during the past quarter, has been as follows:

The foundations of the Pier have been advanced to the full extent of the contract, and the courses of masonry have been raised to a height of 18 feet.

A length of 101 feet of the Pier has been raised from nine feet above low water to eight feet above high water, an average height of 18 feet.

The iron-work of the promenade has been completed to a distance of 1,070 feet, the greater part of which has been opened for the use of the public.

The entrance and surface-crossing gates of the Pier have been fixed, and the platform and railway signals completed; so that the trains of both the South Eastern and the London, Chatham, and Dover Railway Companies now have daily access to the Pier for the conveyance of mails and passengers to and from the packets.

The new regulations for the Pier in connection with the train services have been in force (under the superintendence of the resident engineer) since the 30th August last, when the London, Chatham, and Dover Company's trains first used the Pier.

One hundred and sixty-two tons of dressed granite have been delivered for the works during the quarter.

The average number of men employed has been 119 at Dover, and 10 at Rye.

Certificates amounting to 7,000 *l.* have been granted to Messrs. Lee & Son, the contractors, during the quarter, making the total sum certified and paid for the first and second contracts, and the junction wall, 582,777 *l.*

We have, &c.

(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1864.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Superintendents and Foremen.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Labourers.	Blockmakers at Rye.
			£.	£.	£.	£.									
Breakwater from Cheeseman's Head, 1,800 feet long.	- First contract, Oct. 1847. Second contract, Nov. 1854.	- First contract, Nov. 1854. Second contract, Nov. 1864.	650,000	30,000	7,000	582,777	6	25	2	4	3	2	3	74	10

23, Great George-street, 10 October 1864. (signed) *M'Clean & Stileman.*

Dover.

ENGINEERS' REPORT for the Quarter ending 31st December 1864.

Sir, 23, Great George-street, 10 January 1865.

OWING to the prevalence of unfavourable weather, and the short length of the under-water work that remains to complete the present contract, the progress made during the past quarter has not been at the usual rate.

The last length of this work has been raised to within 23 feet of low water during the past quarter.

A further length of the promenade has been thrown open to the public, and the west wall above the quay level has been extended a distance of 200 feet.

Six hundred and forty tons of dressed granite, and 80 tons of Bramley Fall stone, have been delivered during the quarter.

The railway department has been carried on under their Lordships' regulations with great benefit to the postal and Continental services. Some modifications, as experience has shown to be advisable, have been made with reference to the admission of the public to the Pier.

The average number of men employed has been 84 at Dover, and 7 at Rye.

Certificates amounting to 1,500 *l.* have been granted to Messrs. Lee & Son, the contractors, during the past quarter, making the total sum certified and paid for the first and second contracts, and the junction wall, 584,277 *l.*

We have, &c.

(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1864.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Superintendents and Foremen.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Labourers.	Blockmakers at Rye.
			£.	£.	£.	£.									
Breakwater from Cheeseman's Head, 1,800 feet long.	- First contract, Oct. 1847. Second contract, Nov. 1854.	- First contract, Oct. 1854. - Second contract, Nov. 1864.	650,000	30,000	1,500	584,277	6	16	3	3	3	2	3	48	7

23, Great George-street, 10 January 1865.

(signed) *M'Clean & Stileman.*

Dover.

ENGINEERS' REPORT for the Quarter ending 31st March 1865.

Sir, 23, Great George-street, 20 April 1865.

THE outer length of the work in hand has been raised during the past quarter from 23 to 11 feet below low-water level.

During the severe gale of the 14th January some damage was done to a portion of the west wall above the quay level, which had been recently built. The underwater work and the staging have not suffered any injury.

Four hundred and fifty-nine tons of dressed granite, and 109 tons of Bramley Fall stone have been delivered during the quarter.

The working arrangements of the Railway on the Pier are satisfactory.

The Pier has been made available for the landing and embarking of troops on two occasions during the quarter.

The number of men employed upon the works has been 76.

Certificates amounting to 4,500 *l.* have been granted to Messrs. Lee & Son, the contractors, during the past quarter, making the total sum certified for the first and second contracts, 588,777 *l.*

We have, &c.

(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st March 1865.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Superintendents and Foremen.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Labourers.	Blockmakers at Rye.
			£.	£.	£.	£.									
Breakwater from Cheeseman's Head, 1,800 feet long.	- First contract, Oct. 1847. Second contract, Nov. 1854.	- First contract, Oct. 1854. - Second contract, Nov. 1864.	650,000	30,000	4,500	588,777	6	16	3	3	3	2	3	40	–

23, Great George-street, 20 April 1865.

(signed) *M'Clean & Stileman.*

Alderney.

2.—ALDERNEY.

ENGINEERS' REPORT for the Quarter ending 30th June 1864.

Sir, 23, Great George-street, 8 July 1864.

THE following progress has been made with the works at Alderney during the quarter.

One hundred yards of the sea wall and 113 yards of the promenade wall have been raised to the level of the coping; making altogether 1,508 yards of sea, harbour, and promenade walls complete, except the coping.

Eleven lineal yards of staging have been erected beyond the end of last season's work.

The damage caused to the masonry by the sea during the storm of the 2d and 3d December last has been repaired.

The total quantity of stone deposited in the base and foreshores of the Breakwater, during the quarter, has been 16.538 tons; of this, 1,704 tons have been quarried from sunken rocks in the harbour.

The daily average number of men employed during the quarter has been 375, and 24 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 8,500*l.*, making a total of 1,042,013 *l.* since the commencement of the works.

We have, &c.

(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1864.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								Horses.
							Clerks, Foremen, &c.	Carpenters and Labourers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Tipmen and Boatmen.	Quarrymen and Labourers.	
			£.	£.	£.	£.									
Breakwaters from Grosnez and Château à l'Etoc Points, purchase of land, forming railways, and depositing stone.	June 1847	- -	1,300,000	50,000	8,500	1,042,013	21	26	97	22	13	8	16	172	24

23, Great George-street, 8 July 1864. (signed) *M'Clean & Stileman.*

ENGINEERS' REPORT for the Quarter ending 30th September 1864.

Sir, 23, Great George-street, 10 October 1864.

DURING the past quarter the foundations of the walls of the Western Breakwater have been extended 22 yards, and have now reached the point D, the limit ordered by their Lordships. The walls and hearting for the same length have been raised to the level of two feet above high water. The outer end of the foundation is now 1,566 yards from the shore

In addition to the stone used in the above work, 23,184 tons have been deposited during the quarter in the base and foreshores of the breakwater; of this, 24,700 tons have been quarried and taken to the base from sunken rocks in the harbour.

The average number of men employed during the quarter has been 346, and 24 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 16,000 *l.*, making a total of 1,058,013 *l.* since the commencement of the works.

We have, &c.
(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1864.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								Horses.
							Clerks and Foremen.	Carpenters, and Labourers.	Masons and Labourers.	Smiths and Smiths' Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	
			£.	£.	£.	£.									
Breakwaters from Grosnez and Château à l'Etoc Points, purchase of land, forming railways, opening quarries, and depositing stone.	June 1847	- -	1,300,000	50,000	16,000	1,058,013	19	20	120	18	13	5	136	15	24

23, Great George-street, 10 October 1864. (signed) *M'Clean & Stileman.*

Alderney.

ENGINEERS' REPORT for the Quarter ending 31st December 1864.

Sir, 23, Great George-street, 10 January 1865.

THE walls of the Western Breakwater having reached the authorised termination remain as stated in the last quarterly report.

One thousand five hundred and eight yards of the sea, harbour, and promenade walls are complete, except the coping, and the outermost 52 yards of the walls are at the level of two feet above high water.

The total quantity of stone deposited in the base and foreshores below low water during the past quarter has been 11,365 tons; of this, 1,668 tons have been quarried and taken to the base from sunken rocks in the harbour.

It is satisfactory to report that no damage was caused to the permanent works during the gale of unusual duration and severity to which they were exposed in November last.

The daily average number of men employed during the quarter has been 265, and 19 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 8,000 *l.*, making a total of 1,066,013 *l.* since the commencement of the works.

Summary of the Year.

Since the beginning of the year the walls have been advanced on the average 22 yards to their termination at the point D on the plans, the extent authorised by their Lordships.

Sixty-eight thousand nine hundred and eighty-seven tons of stone have been deposited in the base, including 5,842 tons taken up from sunken rocks in the harbour.

We have, &c.
(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1864.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								Horses.
							Clerks, Foremen, &c.	Carpenters and Labourers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	
			£.	£.	£.	£.									
Breakwater from Grosney Point, purchase of land, forming railways, opening quarries, and depositing stone.	June 1847	- -	1,300,000	50,000	8,000	1,066,013	16	12	43	12	11	3	152	16	19

23, Great George-street, 10 January 1865. (signed) *M'Clean & Stileman.*

ENGINEERS' REPORT for the Quarter ending 31st March 1865. Alderney.

Sir, 23, Great George-street, 19 April 1865.

THE total quantity of stone deposited in the base and foreshores of the Western Breakwater during the last quarter has been 16,000 tons; of this, 645 tons have been quarried and taken to the base from sunken rocks in the harbour.

The storms of the past winter have been more violent and of longer duration than those of any previous winter since the commencement of the works. During the westerly gale of the 14th and 15th January, the sea formed two breaches through the masonry of the Breakwater, from about eight feet below low-water to the top, namely, one breach, 58 yards in length, at 1,300 yards from the shore, and another, 33 yards in length, at 1,530 yards from the shore. This damage is now being repaired. With this exception the walls of the Western Breakwater remain as previously reported.

The daily average number of men employed during the quarter has been 298, and 15 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 15,000 *l.*, making a total of 1,081,013 *l.* since the commencement of the works.

We have, &c.
(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31 March 1865.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								Horses.
							Clerks and Foremen.	Carpenters and Labourers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	
			£.	£.	£.	£.									
Breakwaters from Grosnez and Château à l'Etoc Points, opening quarries, forming lines of railway, and depositing stone.	Jan. 1847 -	- - -	1,300,000	50,000	15,000	1,081,013	15	16	92	9	9	9	132	16	15

(signed) *M'Clean & Stileman.*

23, Great George-street, 19 April 1865.

3.—HARBOUR OF REFUGE AND

STATEMENT of Expenditure and Number of Men Employed

DESCRIPTION of WORK.	Date of Commencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount Authorised for the Year.
Quarter ending 30th June 1864:				£.
The formation of an inner and outer Breakwater, which, according to the final Plan, will shelter 2,130 acres of Portland Bay; with adjunct works.	- - Railways and preliminary works commenced 11th August 1847. Breakwater commenced 11th December 1849.	December 1865 -	- 1,007,000 *l.* for breakwater, terminating at 8,500 feet from shore, and circular head.	16,000
Quarter ending 30th September 1864:				
The formation of an inner and outer Breakwater, which, according to the final Plan, will shelter 2,130 acres of Portland Bay, with adjunct works.	- - Railways and preliminary works commenced 11th August 1847. Breakwater commenced 11th December 1849.	December 1865 -	- 1,007,000 *l.* for breakwater, terminating at 8,500 feet from shore and circular head.	16,000

BREAKWATER AT PORTLAND.

for the Four Quarters of the Year ending 31st March 1865.

Amount Expended during the Quarter.		Amount Expended from Commencement, including the present Quarter.		Average Number of Workmen, &c. Employed.		REMARKS.
	£.		£.		No.	
Contract works - - - - - -	5,900	Contract works, Convict Department, land, stock, plant, and miscellaneous disbursements, including Amount to be borne by the War Department, &c. - - - - - -	1,079,930	Foremen - -	7	- - The quantity of stone deposited during the past quarter amounts to 39,477 tons; of which 16,613 tons have been appropriated in raising the rubble slopes along the outer portion of the Breakwater, previously kept below the full section; 2,748 tons have been deposited as "hearting" to the North Head and Fort, and 20,116 tons in the substructure of the jetty in connexion with this Fort.
Amount to be borne by War Department -	2,960	Less, proportionate cost of works for War Department, block stone, &c., supplied to Her Majesty's Dockyards, and value of land transferred to War Department, and Commissioners of Her Majesty's Woods, &c. - - - - - -	103,169	Weighers - -	2	
	£. 2,940			Brakesmen -	20	
General disbursements and Convict Department - -	661			Quarrymen -	–	
	£. 3,601	Net Expenditure on Harbour Works - - -	£. 976,761	Masons and Stone-cutters - -	16	
Net Expenditure on Harbour Works -				Sawyers - -	2	
				Carpenters -	6	
				Smiths - -	9	
				Fitters, Engine-drivers, &c. -	15	
				Divers - -	1	
				Boatmen - -	2	
				Platelayers -	2	
				Labourers, &c. -	51	
					133	
				Horses - -	15	
				Convicts in Quarries - -	468	
				Convicts at Glacis in Front of South-east Ditch -	25	
					493	
	£.		£.		No.	
Contract works, Convict Department, land, stock, plant, and miscellaneous disbursements, including Amount to be borne by the War Department, &c. - - - - - -	1,086,460	Foremen - -	7	- - The quantity of stone deposited during the past quarter has been 22,057 tons, of which 17,235 tons have been appropriated in raising the rubble slopes along the outer portion of the Breakwater, previously kept below the full section; 3,378 tons have been deposited as "hearting" to the North Head, and 1,444 tons in the mound forming the foundation of the jetty in connexion with the Fort at the North Head.	
Less, proportionate cost of works for War Department, block stone, &c., supplied to Her Majesty's Dockyards, and value of land transferred to War Department, and Commissioners of Her Majesty's Woods, &c. - - - - - -	106,241	Weighers - -	2			
	£. 980,249	Brakesmen -	21			
Net Expenditure on Harbour Works - - -		Quarrymen -	–			
		Masons and Stone-cutters - -	20			
		Sawyers - -	2			
		Carpenters -	5			
		Smiths - -	9			
		Fitters, Engine-drivers, &c. -	15			
		Divers - -	4			
		Boatmen - -	8			
		Platelayers -	2			
		Labourers, &c. -	52			
			147			
		Horses - -	15			
		Convicts in Quarries - -	512			

The granite face course of masonry to the North Head and Fort is now set to the level of 2 feet 6 inches above high water; and one-third of the Portland roach masonry of the circular ring and radial walls within has been set. The "hearting" is raised as far as the height of the masonry will permit, and the concrete to form the basement floor of the Fort will be commenced forthwith.

The total quantity of rough stone deposited in the Breakwater from the commencement is 5,269,717 tons.

The masonry of the North Head and Fort is now brought up to the level of 11 feet 6 inches above low water. The granite for the face-courses of masonry up to the present contract level is now upon the works, except that required for the top course.

The foundation deposits for the jetty at the North Head Fort have been completed during the last quarter, and the divers have commenced setting the masonry under low water.

The total quantity of rough stone deposited in the Breakwater from the commencement is 5,291,774 tons.

PORTLAND HARBOUR AND BREAKWATER—*continued.*

DESCRIPTION of WORK.	Date of Commencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount Authorised for the Year.
Quarter ending 31st December 1864:				£.
The formation of an inner and outer Breakwater, which, according to the final Plan, will shelter 2,130 acres of Portland Bay, with adjunct works.	- - Railways and preliminary works commenced 11th August 1847. Breakwater commenced 11th December 1849.	December 1865 -	- 1,007,000 *l.* for breakwater, terminating at 8,500 feet from shore, and circular head.	16,000
Quarter ending 31st March 1865:				
The formation of an inner and outer Breakwater, which, according to the final Plan, will shelter 2,130 acres of Portland Bay, with adjunct works.	- - Railways and preliminary works commenced 11th August 1847. Breakwater commenced 11th December 1849.	December 1865 -	- 1,007,000 *l.* for breakwater, terminating at 8,500 feet from shore, and circular head.	16,000

Portland, April 1865.

PORTLAND HARBOUR AND BREAKWATER—*continued.*

Amount Expended during the Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, &c. Employed.	REMARKS.
Contract works - - - - - - - - £. 3,500 Amount to be borne by War Department - - - 1,411 £. 2,089 General disbursements and Convict Department - - - 659 NET EXPENDITURE on Harbour Works - - - £. 2,748	Contract works, Convict Department, land, stock, plant, and miscellaneous disbursements, including amount to be borne by the War Department, &c. - - - - - 1,093,324 Less, proportionate cost of works for War Department, block stone, &c., supplied to Her Majesty's Dockyards, and value of land transferred to War Department, and Commissioners of Her Majesty's Woods, &c. - - - 109,076 NET EXPENDITURE on Harbour Works - - - £. 984,248	No. Foremen - - 7 Weighers - - 2 Brakesmen - 20 Quarrymen - – Masons and Stone-cutters - - 9 Sawyers - - 2 Carpenters - 4 Smiths - - 8 Fitters, Engine-drivers, &c. - 14 Divers - - 2 Boatmen - - 4 Platelayers - 2 Labourers, &c. - 36 110 Horses - - 12 Convicts in Quarries - - 433	- - The total quantity of stone deposited during the past quarter is 43,646 tons, of which 31,279 tons have been appropriated in raising the rubble slopes along the outer portion of the Breakwater previously kept below the full section; 4,560 tons have been deposited around the footings and on the slope of the mound, forming the substructure of the North Head and Fort, 241 tons in the hearting, and 7,566 tons in the mound, forming the substructure of the Jetty in connexion with the Fort at the North Head. The total quantity of rough stone deposited in the Breakwater mound, and foundations to the Heads, from the commencement of the works, is 5,362,263 tons. The hearting of the North Head has been raised to the level of the basement floor during the past quarter, and no further settlement has taken place in the Head. The preparation of the stone, both granite and roach, for the final course of masonry in the existing contract is now in hand, and the first portion of the granite has already been delivered, and is dressed ready for setting in the work. The preparation of the stone for the masonry of the Jetty at the North Head Fort, under the level of low-water, is in a forward state, and the divers are about to resume work for the season.
Contract works - - - - - - - - £. 2,000 Amount to be borne by War Department - - - 1,029 £. 971 General disbursements and Convict Department - - - 674 NET EXPENDITURE on Harbour Works - - - £. 1,645	Contract works, Convict Department, land, stock, plant and miscellaneous disbursements, including amount to be borne by the War Department, &c. - - - - - 1,089,165 Less, proportionate cost of works for War Department, block stone, &c. supplied to Her Majesty's Dockyards, and value of land transferred to War Department, and Commissioners of Her Majesty's Woods, &c. - - - 107,526 NET EXPENDITURE on Harbour Works - - - £. 981,639	No. Foremen - - 7 Weighers - - 2 Brakesmen - 17 Quarrymen - – Masons and Stone-cutters - - 10 Sawyers - - 2 Carpenters - 4 Smiths - - 8 Fitters, Engine-drivers, &c. - 14 Divers - - 4 Boatmen - - 2 Platelayers - 1 Labourers, &c. - 47 118 Horses - - 12 Convicts in Quarries - - 445	- - The total quantity of stone deposited during the past quarter is 26,843 tons, of which quantity 21,385 tons have been appropriated in raising the rubble bank and slopes of the outer portion of the Breakwater previously kept below the full section; and 5,458 tons have been deposited around the footings, and as "hearting," to the North Head. This stone has all been quarried and loaded by convict labour. The total quantity of rough stone deposited in the Breakwater mound and foundations to Heads, since the commencement of the works, is 5,318,617 tons. During the first week in October, and more particularly during the gale from 3d to 5th of that month, the masonry in the north-west portion of the North Head, now in course of construction, subsided to the extent of 2 ft. 6 in. at the lowest point. This subsidence has been caused by an inequality in the character of the strata underlying the stiff clay and marl which form the bottom of the bay at this point. No further subsidence has taken place since the early part of October. It is intended to lift a portion of the four courses last set down to the level of low water for a length of about 170 feet, and to reset them so as to bring the work on the north-west side, to range fair with that on the south-east part of the circle. The seaward or most exposed portion of this Head stands satisfactorily, notwithstanding the severe gales to which it was exposed on two occasions in the month of October. The first, or lowermost course, and one-third of the second course of the masonry of the jetty at the North Head Fort have been set during the past quarter.

(signed) *Jno. Coode*, Engineer in Chief.

HARBOURS OF REFUGE.

DETAILED STATEMENT relative to the HARBOURS of REFUGE at *Dover*, *Alderney*, and *Portland*; together with the QUARTERLY REPORTS of the ENGINEERS, for the Year ending 31 March 1865.

(*Mr. Peel.*)

Ordered, by The House of Commons, *to be Printed*,
16 *May* 1865.

291.

Under 2 *oz.*

RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS made by the BOARD of TRADE, for the Year ending 31st December 1864; together with an ACCOUNT of the Receipt and Issue of STORES; and also, RECEIPTS and PAYMENTS on Account of the BENEFIT FUND.

(*PRESENTED PURSUANT TO ACT* 24 *&* 25 *VICT. c.* 47, *s.* 33.)

Ordered, by The House of Commons, *to be Printed*,
9 *May* 1865.

ROYAL HARBOUR OF RAMSGATE. - - - - - - -

STATEMENT of the RECEIPTS and PAYMENTS of the

RECEIPTS.			Stock.			Cash.		
			£.	s.	d.	£.	s.	d.
For Balance in hand on 1st January 1864 - - - - - - - -			75,500	–	–	1,470	18	3
Income from Harbour Dues:								
On Tonnage of Ships, Wharfage, Towing, Rent of Warehouses, Dry Dock, Slipway, &c. - - - - - - - - - - - - -			-	-	-	4,578	–	–
Income from Rent of Houses, less Income Tax - - - - - - -			-	-	-	1,472	6	3
	£.	s. d.						
One Year's Dividend on 56,000 *l.* Three per Cent. Consols	1,634	10 –						
Interest on 19,500 *l.* Exchequer Bills - - - - -	582	3 1						
			-	-	-	2,216	13	1
Proceeds of Sale of Exchequer Bills, as per contra - - - - - -			-	-	-	2,524	6	6
		£.	75,500	–	–	12,262	4	1

STATEMENT of the Receipt and Issue of STORES for the use

RECEIPTS.		Cash.		
		£.	s.	d.
To Balance remaining in Store on 1st January 1864 - - - - - - - -		1,494	4	3
To Amount of Cost of Articles received into Store in the year 1864 - - - - - -		2,244	8	6
	£.	3,738	12	9

ROYAL HARBOUR OF RAMSGATE BENEFIT FUND. - - - -

STATEMENT of the RECEIPTS and PAYMENTS of the

RECEIPTS.		Securities.			Cash.		
		£.	s.	d.	£.	s.	d.
For Balance in hand on 1st January 1864 - - - - - - -		7,504	5	5	301	17	8
For Dividends on Railway Shares - - - - - - - - -		-	-	-	99	14	3
For Interest on New Three per Cent. Annuities - - - - - -		-	-	-	149	8	1
	£.	7,504	5	5	551	–	–

Board of Trade,
5 May 1865.

ROYAL HARBOUR OF RAMSGATE.

BOARD of TRADE, for the Year ending 31st December 1864.

PAYMENTS.				Stock.			Cash.		
				£.	s.	d.	£.	s.	d.
Cost of Maintenance:									
For Materials, Stores, and Tradesmen's Bills				-	-	-	2,671	4	5
For Wages to Boatmen, Crews of Steam Tug and Dredger, Policemen, Artizans and Labourers				-	-	-	6,131	16	6
For Salaries and Allowances to Harbour Masters, Engineer, Superintendent of Works, and Collector of Dues				-	-	-	1,725	12	7
For Gas, Water, Stationery, Office Expenses, and Incidentals				-	-	-	303	1	8
Superannuation Allowances:	£.	s.	d.						
For One Year to Miss Strivens, late Housekeeper	45	11	8						
For One Year to Mr. Shadwell, late Secretary	371	10	4						
For One Year to Mr. Turnbull, late Engineer	282	13	–						
				-	-	-	699	15	–
Exchequer Bills sold, as per contra				2,500	–	–	11,531	10	2
Balance in hand on 31st December 1864				73,000	–	–	730	13	11
			£.	75,500	–	–	12,262	4	1

of the HARBOUR, for the Year ending 31st December 1864.

ISSUES.				Cash.		
				£.	s.	d.
By Amount of Stores issued in 1864				2,296	18	9
By Balance remaining in Store, 31st December 1864				1,441	14	–
			£.	3,738	12	9

ROYAL HARBOUR OF RAMSGATE BENEFIT FUND.

BOARD of TRADE, for the Year ending 31st December 1864.

PAYMENTS.				Securities.			Cash.		
				£.	s.	d.	£.	s.	d.
For Pensions granted by the late Trustees, and paid during the year 1864				-	-	-	527	19	10
Balance in hand on 31st December 1864				7,504	5	5	23	-	2
			£.	7,504	5	5	551	–	–

H. R. Williams,
Accountant.

RAMSGATE HARBOUR.

STATEMENT of the Receipts and Payments made by the Board of Trade for the Year ending 31st December 1864; together with an Account of the Receipt and Issue of Stores; and also, Receipts and Payments on Account of the Benefit Fund.

(Presented pursuant to Act 24 & 25 Vict. c. 47, s. 33.)

Ordered, by The House of Commons, *to be Printed,*
9 *May* 1865.

274.

Under 1 *oz.*

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

Session 1865.

REPORT by the Board of Trade of their Proceedings under the General Pier and Harbour Act, 1861.

In pursuance of the 19th Section of "the General Pier and Harbour Act, 1861," the Board of Trade make the following Report of their Proceedings with regard to applications for Provisional Orders under the Act.

The steps to be taken by promoters for obtaining Provisional Orders are specified in the Acts themselves; but with regard to objectors, the Board of Trade last Session made the following regulations which are still in force, and they have, in the case of all notices given of intention to apply for a Provisional Order during the present Session, required the promoters to publish a notice directing attention to the same:—

"1. Any objections to the Provisional Order which it is intended to urge on "the Board of Trade must be sent into that office before the 1st February. A "copy of such objections must also be sent at the same time to the promoters; "and in forwarding the objections to the Board of Trade, the objectors, or "their agents, should state that this has been done.

"2. The Board of Trade will entertain and consider objections founded on "alleged injury to public interests, or alleged violation of admitted principles, "*e.g.*, that the proposed work will injure 'a public harbour,' or 'that tolls are "to be imposed on ships which will derive no benefit from them,' and they will "not proceed with any Provisional Order to which valid objections of this "description are shown to exist. Objections arising out of competition, or out "of opposition between local interests, they will only attempt to settle, provided "the parties are willing to abide by their decision. When the parties cannot "come to terms, the Board of Trade will not order a local inquiry, or attempt "to anticipate the decision of Parliamentary Committees."

The only new regulation that has been made by the Board of Trade this Session is one requiring the promoters to pay a fee of 10 *l.* 10 *s.* on the deposit of their memorial for a Provisional Order, to be applied in payment of the expense of the preparation and making of the Order.

The following is a statement of the applications now under the consideration of the Board of Trade, and of the steps which have been taken with respect to them:—

1. Carrickfergus.

The promoters, who are the Carrickfergus Harbour Commissioners, incorporated by the "Carrickfergus Harbour Order, 1862," apply for an amendment and repeal of a part or parts of that Order, with the view of obtaining powers to alter the position of the projected pier and breakwater; also to alter the schedule of rates to be levied, and for authority to borrow on mortgage or bond the sum of 8,000 *l.*

The estimated cost of the works proposed is 8,060 *l.*

There is no opposition, and the Board of Trade propose to proceed with the Order.

2. Clevedon.

The promoters are "the Clevedon Pier Company" (incorporated by the "Clevedon Pier Order, 1864.") The object of the present application is to obtain exemption from the obligation to provide a lifeboat, &c. imposed by Sections 16 to 19 of the "Harbours, Docks, and Piers Clauses Act, 1847," which is incorporated with the Order of 1864; to alter the time at which the rates under that Order become payable; and to enable the Company to make bye-laws preventing certain things from being placed on the pier. There is no opposition, and the Board of Trade propose to proceed with the Order.

3. Eastbourne.

"The Eastbourne Pier Company" (Limited), incorporated by the "Eastbourne Pier Order, 1864," apply for a Provisional Order to amend and repeal part or parts of the said Order; the object of the Company being to change the position of the Pier which they have authority to construct under the said Order.

They now propose to construct the Pier from a point on the esplanade opposite Cavendish-place.

There is no opposition, and the Board of Trade propose to proceed with the Order.

4. Girvan.

The promoters of this application are certain merchants, shipowners, and others, at Girvan. They apply for a Provisional Order for constituting a Harbour and Pilotage Authority at Girvan, with power to improve the Harbour of Girvan by the following works, namely:—

1. Deepening and enlarging the Harbour of Girvan.
2. A pier on the south side of the harbour, extending seaward 390 feet from high-water mark.
3. A pier or harbour-wall, commencing at the jetty belonging to the Maybole and Girvan Railway Company, and extending to a point 700 feet seaward from said jetty.

The promoters also apply for power to levy rates; to borrow on mortgage or bond any monies required for the purposes of the Order; and to purchase anchorage and other rights.

The estimated cost of the proposed works is 12,133 *l.*

Certain criticisms and suggestions have been made by the Right Honourable T. F. Kennedy, a landed proprietor in the neighbourhood, and there is reason to believe that the promoters will come to such an arrangement as will remove opposition to the progress of the Order.

The Board of Trade, therefore, propose to proceed with it.

5. Hastings.

"The Hastings Pier and Harbour Company" (Limited) incorporated by the "Hastings Pier and Harbour Order, 1862," apply for a Provisional Order to alter and vary the rates and tolls authorised by the said Order, and to substitute an amended schedule of rates in lieu thereof. Also for power to raise additional capital, and otherwise to amend and enlarge the provisions of the Order of 1862.

There has been no opposition to the application, and the Board of Trade intend to proceed with the Order.

6. Herne Bay.

"The Herne Bay Pier Company" apply for a Provisional Order, with power to borrow a sum not exceeding 2,000 *l.*, to be a preference debt and charge upon the revenues of the Company.

Also

Also to abandon a portion of the seaward end of the existing pier, and to apply the material in reforming the remaining portion landward.

Also to levy the same rates over the pier when shortened as the Company are authorised to levy over the old pier.

And to amend the Acts relating to the said pier.

The Board of Trade have felt some hesitation whether they ought to make an Order concerning a work already sanctioned by Parliament, altering the character and imposing the same rates for smaller accommodation. They have also doubted whether they ought to make an Order, giving a new charge priority over an existing debt. The promoters, however, allege facts which show that the pier, if left in its present condition, must fall into decay and become useless to the public, and also that existing creditors have not objected to the proposed new charge.

The Board of Trade, therefore, propose to proceed with the Order.

7. Llandrillo.

The promoters seek to be incorporated as "the Llandrillo Pier Company" (Limited), with power to construct a pier, jetty, and landing-places, &c.

The pier is to extend seawards 400 yards beyond low water mark.

The Company also seek powers to purchase or acquire lands and to levy tolls.

The estimated cost of the works contemplated is 6,000 *l.*

There is no opposition to the scheme, and the Board of Trade propose to proceed with the Order.

8. Maldon, Essex.

The promoters are Messrs. Ward and others, who seek to be incorporated as Harbour Commissioners, with power to improve by deepening and otherwise a portion of the channel of the Blackwater River, commencing at a point 50 yards above Heybridge Basin; also to improve the course of that part of the river known as Heybridge Creek, and to construct wharves and landing-places thereat.

Also to borrow on mortgage or otherwise the sum required for the above operations, and to levy tolls.

The estimated cost of the works is 12,000 *l.*

The proprietors of the Chelmer and Blackwater Navigation have objected to this application, on the ground that the proposed works will interfere with their powers and privileges under their Local Act. The Board of Trade propose accordingly to insert a clause in terms of section 25 of "the General Pier and Harbour Act, 1861, Amendment Act," reserving the powers of the said proprietors; and they propose to proceed with the Order thus amended. The real objection of the said proprietors appears to arise from a fear of competition, but this objection is not of a nature to be entertained by the Board of Trade.

9. Mevagissey.

The trustees of Mevagissey Pier apply for power by Provisional Order to repeal, alter, and amend part or parts of the existing Act for maintaining the Pier and Harbour of Mevagissey, and to constitute new trustees, with power to alter, extend, and improve, the existing pier and quays, and to construct a breakwater, 480 feet long, extending on the seaward side from Benny's Island to Black Rock, and on the harbour side 480 feet from the present pier, adjoining the Gurnets, to the said Black Rock, with an arm or continuation extending 400 feet in a southerly direction from Black Rock.

There are other works for extending existing wharves and constructing new quays, &c.

The estimated cost of these works is 21,115 *l.*, which sum the trustees seek power to borrow, on mortgage or otherwise. They also apply for power to levy tolls.

The fishermen of the locality have opposed the application on several grounds, viz.:

1. That the Schedule of Rates is oppressive, particularly as regards their small sean boats, as compared with the large sean boats.

2. That

2. That some of the trustees are owners of the larger class of sean boats, and hence the bias in their favour.

3. That at St. Ives, Penzance, Newlyn, and at several other places, the rates on the like class of small boats (say 32 feet) are much less, some as low as 5 *s.* a year.

4. That where the fishermen now pay 1 *l.* 1 *s.*, they will, under the new tariff, have to pay 6 *l.* a year.

On the other hand the owners of large sean boats, and certain inhabitants of Mevagissey, have memorialised in favour of the Order.

They represent the advantages that will be derived from a deep-water Harbour, wherein their boats will find shelter, instead of being obliged to be hauled up in bad weather.

The questions thus raised are still under consideration.

10. Northam (Devon).

"The Northam Pier Company" (Limited) apply to be incorporated, and for powers to construct a Pier and Jetty, with all convenient approaches and landing-places.

The Pier is to commence at a point near the North Burrows Hotel, and to extend about 500 feet seawards in a northerly direction.

The estimated cost is 8,000 *l.*

The Company also apply for powers to levy rates, and to borrow on mortgage or bond the funds necessary for the completion of the works.

There is no objection, and the Board of Trade propose to proceed with the Order.

11. Pensarn (Abergele).

The promoters are "the Pensarn (Abergele) Pier Company" (Limited), and they seek for power to construct a Pier commencing at a point near the Abergele Station of the Chester and Holyhead Railway, and extending seaward to a distance of 600 yards in a northerly or north-westerly direction.

The estimated cost is 10,000 *l.*

They also seek for power to levy tolls.

There is no objection, and the Board of Trade propose to proceed with the Order.

12. Shanklin.

"The Shanklin Bay Pier Company" (Limited) are the promoters, and apply for power to construct a Promenade Pier, with landing-place and convenient approaches, &c. The Pier is to commence at a point near the Coast Guard Station at Shanklin, and to extend seawards in a direction east by south 1,200 feet. The Company also intend to widen and otherwise improve the roads leading to the pier.

The estimated cost is 24,000 *l.*

Powers are also sought for levy ng tolls.

No objections have been made to this application, and the Board of Trade propose to proceed with the Order.

13. Stornoway.

The promoters are the present Stornoway Pier and Harbour Commissioners, and they seek to be constituted a proper harbour authority, and also to act as a pilotage authority for the Harbour of Stornoway.

They also apply for powers to alter, deepen, and improve the Harbour, and to extend the existing quays, pier, and works; also to construct new wharves, warehouses, and other convenient works.

The estimated cost is 5,500 *l.* Borrowing powers are also applied for, and power to levy tolls.

There has been no objection to this application, and the Board of Trade propose to proceed with the Order.

Board of Trade, Whitehall, 28 February 1865.

T. H. Farrer, Secretary.

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

SESSION 1865.

REPORT of the BOARD OF TRADE of their PROCEEDINGS under the GENERAL PIER and HARBOUR ACT, 1861.

(*Presented Pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed*,
3 March 1865.

100.

Under 1 *oz.*

(LOCAL INSPECTION.)

COPIES of REPORTS to the BOARD of TRADE by the COMMISSIONERS of NORTHERN LIGHTHOUSES, the TRINITY HOUSE of DEPTFORD STROND, and the PORT of DUBLIN CORPORATION, of their Inspection of LOCAL LIGHTHOUSES, BUOYS, and BEACONS (in continuation of Parliamentary Paper, No. 213, Session 1864).

Board of Trade, 23 May 1865.

T. H. FARRER.

— No. 1. —

The Commissioners of Northern Lighthouses to the Secretary, Marine Department, Board of Trade.

Northern Lighthouse Office, Edinburgh,
3 November 1864.

Sir,

WITH reference to the letter of the Commissioners of Northern Lighthouses, dated 25th November 1863, transmitting an interim Report, in terms of 25 & 26 Vict. c. 63, s. 43, on certain Local Lights in Scotland and Isle of Man, I am now directed to transmit copy of further Report on the remaining Harbour Lights in Scotland.

I am, &c.
(signed) *Alex. Cuningham*,
Secretary.

The Secretary, Marine Department,
Board of Trade.

REPORT by the Commissioners of Northern Lighthouses, in terms of 25 & 26 Vict. c. 63, s. 43, "The Merchant Shipping Amendment Act, 1862," of the Results of the Inspection of the Local Lighthouses, Buoys, and Beacons, within the jurisdiction of the Commissioners.

THE Commissioners, in terms of the above Act, authorised Messrs. Stevenson, the Engineers of the Board, to inspect all the Local Lights, Buoys, and Beacons within the limits of the jurisdiction of the Commissioners, and they having last year submitted to the Commissioners a Report on the result of that inspection, so far as it had gone, the Commissioners in December last adopted the same as an interim Report, and forwarded it to my Lords.

Messrs. Stevenson having now submitted a continuation of their Report, the Commissioners have resolved to adopt it as their General Report; and a copy of that Report is hereto appended.

The Commissioners have further to report that they have directed to be communicated to each local authority therein referred to, the result of the inspection of their respective Lights and Lighthouses, Buoys, and Beacons, in the terms given in the appended Report, and in each case they have accompanied their Report with a full copy of the general observations given in the interim Report formerly transmitted.

They have likewise communicated to each local authority a copy of the

directions for the management and preservation of Lights submitted by Messrs. Stevenson along with their interim Report, and given in the Appendix to that Report.

By Order of the Board,
Alex. Cuningham,
Secretary.

Northern Lighthouse Office, Edinburgh,
2 November 1864.

CONTINUATION of REPORT on Local Lights made by direction of the Commissioners of Northern Lighthouses, in terms of "The Merchant Shipping Acts, &c. Amendment," 25 & 26 Vict. c. 63, by Messrs. *D.* and *T. Stevenson*, Engineers to the Board.

Dysart.—A green light on pierhead, from gas, elevated 20 feet above high water of spring tides. The light is produced from a double gas jet without any apparatus, and is exhibited from dark till daylight. A proper dioptric light to show over half the circle should be provided, with spare panes, spare burners, and a larger supply of gas.

Kirkaldy.—There are two lights, one on the pierhead and the other on the round of the pier. The light on the pierhead is red seawards, and white within the harbour; it is elevated 29 feet above high water spring tides. The inner light is scarcely ever lighted during June and July, but the light from the pierhead is regularly shown from dusk till daylight. There is no apparatus of any kind, the light being from gas jets; the red light is produced by panes of red glass; two of the red and one of the white panes are broken. Dioptric apparatus should be provided, and the lantern should be re-glazed, and spare panes provided.

Burntisland Harbour Light.—A red light, from gas, elevated 25 feet above high water spring tides. The apparatus consists of a 24½-inch parabolic reflector of brass, which was not very well cleaned, arising, as was stated, from the stock of rottenstone having run out. Everything else was in good order. The light is coloured by the use of red chimneys, which is of course, as stated in our former Report, the most perfect method; but in the case of Harbour Lights, when the light is left unattended through the night, there is a risk of the chimney breaking, when the character of the light would be at once changed from red to white. Under these circumstances, we are of opinion that red discs or muffles should be used in combination with white chimneys.

Burntisland Pier Light.—A white light, from gas, elevated about 14½ feet above high water spring tides. The apparatus consists of a parabolic reflector 26 inches in diameter; the tower and apparatus are in very bad order; the burner is worn out, and the lamp glasses are of an improper form, and their use has consequently been abandoned. It is proper to mention, that the keeper stated he daily expected a workman to make repairs; he also explained that the light is not used at present, but only at the times when the steamers use the pier at night. The tower should be painted, the burner renewed, and a fixed stop provided for pointing the axis of the reflectors accurately in the direction of Granton, from which harbour the ferry boats ply.

St. David's.—A red and white light, from paraffin, elevated 19 feet above high water spring tides. There is here an excellent tower, but the arc to be illuminated is greatly too large for the very imperfect apparatus which is employed, and which consists of three lenses, 8½ inches in diameter, placed at right angles to each other. We recommend a small dioptric apparatus to be provided, for showing a white light over an arc of about 140°.

Inverkeithing.—Two red leading lights, from gas, one of them supported on a bracket, the other on a lamp post, and elevated about 10 feet respectively above high water of spring tides. These lights are used for leading vessels up the channel; the apparatus consists of small reflectors formed of facets of mirror glass. There ought to be provided a tower of timber or iron, instead of the present lamp post, and a larger lantern for the upper light, and also a proper

proper supply of spare red panes, of which there is at present no stock on hand. The apparatus is imperfect, and we recommend that it should be made dioptric.

North Queensferry.—A white light from oil. The light was not in use at the period of inspection, being only used in the winter time for the ferry steamer. The apparatus consists of a parabolic reflector; the lighthouse was in very bad order, with a stove full of ashes, placed about a foot below the reflector. The stove is used for preventing the freezing of the oil; the dormant panes are rusty, and in one place the iron is worn through; new dormant panes should be provided, the stove removed, and the whole tower cleaned and painted. Colza oil, which does not easily freeze, and which is much cheaper, should be used instead of sperm, and new burners suited for the consumption of colza oil should be provided.

South Queensferry.—The apparatus is similar to that at North Queensferry, but the reflector here is much worn and scratched. The same recommendations (excepting as regards the dormant panes), are applicable here as to the North Queensferry.

Charlestown.—A tower of timber has just been constructed on the end of the outer pier at this port. No light has as yet been exhibited, but the apparatus has been supplied; it consists of a plated reflector 8½ inches in diameter, and is intended to light up the arc between Bruces Haven and Bridgeness. We are of opinion that, instead of the reflector, a proper dioptric light should be provided.

Grangemouth.—A white light, from oil, elevated 34 feet above high water spring tides, and is shown from a tower placed at the end of the south embankment of the River Carron. This light, which occupies an important and central position in the upper part of the Firth of Forth, is lighted in an exceedingly imperfect manner, by means of six Argand burners, unprovided with any optical apparatus for saving the light. From its important position in the Firth, we strongly recommend that a new lantern and proper dioptric apparatus of the best kind should be provided.

Granton.—There are three red lights at this important harbour, one on the central pier, from gas, elevated 27 feet above high water spring tides, and one on the head of the eastern and western inclosing breakwaters, from oil, elevated 14 feet and 12 feet respectively above high water spring tides.

The light on the pier consists of three gas jets placed in front of a brass reflector 27½ inches in diameter. The apparatus is very imperfect; the reflector, which had a fair polish, has no fixed guide for directing its axis, and the gas jets are not in the focus. The red colour is produced by three red panes of glass with which the lantern is glazed. We recommend a dioptric apparatus, with dioptric spherical mirror and intermediate prisms. A new lantern, with diagonal astragals, should also be provided; there is in store only one pane of red glass.

The lights on the breakwaters consist of two-wick burners, without reflectors, but as they are only intended to serve the temporary purpose of indicating the heads of the breakwaters which are still unfinished, it does not appear necessary that we should notice them further in the present Report.

Newhaven.—A white light, from gas, elevated 20 feet above high water spring tides. The apparatus consists of four brass parabolas, 22½ inches diameter. The lantern, which is old and in bad order, has astragals, which are about 7½ inches thick. Everything else was in excellent order. We recommend the glazed part of the lantern to be renewed, with diagonal astragals, and a dioptric apparatus, with single burner, substituted for the four reflectors.

Leith Lights, West Pierhead.—A white light, from gas, elevated 28 feet above high water of spring tides. The apparatus consists of a fixed dioptric apparatus of the fourth order, with spherical mirror, 15½ inches diameter across the mouth. Everything here is in excellent order; but the spare lamp does not burn well, and should be repaired.

East Pier End.—A green light, from gas, elevated 17 feet above high water of spring tides. The apparatus is a dioptric fixed light of the sixth order, with spherical

spherical mirror behind. The lantern is glazed with green glass. Everything was found in excellent order.

East Pier.—A red light, from gas, elevated 20 feet above high water of spring tides. The apparatus consists of four brass parabolas, 21 inches diameter, and fixed on a hinged frame or bracket. The light here was also in excellent order, but a single burner with dioptric apparatus would be preferable.

Fisherrow.—A red light, from gas, elevated 16 feet above high water of spring tides. The lantern, which is very small, is placed on the top of a pole on the parapet of the eastern pier. The keeper experiences the greatest difficulty in lighting during high winds. The red glass seems to be of too light a shade, and there is only one pane in store. We recommend the erection of a proper tower, and the adoption of dioptric apparatus.

Prestonpans.—A white light, from gas, shown from a lantern placed on a bracket. The apparatus is a small reflector, and the light is only shown during the winter months. There is no harbour here, and only 12 boats belong to the place. The light is kept up by the fishermen, and they are unable to go to further expense. The apparatus, though imperfect, is apparently sufficient for the purposes required of it.

Cockenzie.—A green light, from colza oil, shown from a lantern on the top of an iron standard placed on the eastern pierhead, and elevated 15 feet above high water spring tides. The apparatus consists of a burner with a reflector 8½ inches in diameter. There is only one spare pane of green glass, which is cracked, but a supply is daily expected. The keeper frequently experiences the greatest difficulty in lighting the lamp during high winds. We recommend the adoption of a small tower, and dioptric apparatus.

Dunbar.—This light, belonging to the town of Dunbar, is from gas, and is exhibited from a tower of brickwork on the eastern pierhead of the old harbour. The lantern has three panes of different coloured glass, that in the middle is white, and is intended to indicate the fairway ; the pane to the eastward is red, and that to the westward green. The apparatus at present in use was not designed for the locality, and was only intended to serve the temporary purpose of exhibiting a light during the fishing season. We are of opinion that the importance of the trade of Dunbar, and the extent of its fishing, demand lights of a more efficient character than those now in use.

Bowling.—There is here a white light, from paraffin, for enabling vessels to enter the outer basin of the Forth and Clyde Canal. There is no apparatus of any kind. The light was stated to be sufficient for all the distance it has to be seen, but a small dioptric apparatus would be useful in certain states of the atmosphere.

Millport.—There are two red lights here, one on the pierhead, from gas, and the other on the side of a house, from oil. They would be improved by being placed in larger lanterns, and supplied with apparatus, but the lights are only used for the steamers, and do not require to be seen above half a mile. The harbour master also stated that they were anxious that the light should not be seen at sea, in case of leading vessels into the harbour, where there is no shelter. One of the objections against lights shown from a lamp post is here, to a considerable extent, obviated by having only a small portion of the top of one of the panes hinged, which was made for the purpose of lighting the burner without exposing it to the action of the wind. Under the peculiar circumstances stated, we refrain from making any suggestion as to the use of apparatus for increasing the power of the light.

There are two small beacons here for indicating local dangers. The one is on the Luock Rock, and projects about 10 or 12 feet above high water, and consists of a white post, with a red cask on the top. The other is on the Miller's Thumb Rock, and is an iron rod projecting about 6 or 7 feet above high water.

Southerness.—A white fixed light, from oil, elevated 50 feet above high water, shown from a tower. The apparatus consists of six parabolic reflectors, but most of them are worn out, and all the burners are also loose and out of

of focus. Much oil might be saved by the use of dioptric condensing apparatus, which we recommend should be procured.

The buoys on the Scotch side of the Solway, seven in number, are under the immediate direction of Captain Geddes, of Silloth, a gentleman well qualified for such duties. Mr. Thomas Stevenson visited Silloth to get full information, and found that the outer or fairway Nith buoy had sometime before broken from its moorings, and was now under repairs. Captain Geddes explained that there was no spare buoy to replace any that required repairs, and stated that it would probably be a fortnight before the fairway buoy could be replaced. We recommend that a spare fairway buoy, and one spare river buoy should be procured, and we are further of opinion that the buoys should be made of a larger size than at present.

The lighthouse of Southerness, and buoys on the Scotch side of the Solway, are under the management of the Nith Navigation Commissioners, who consider the light of more than local importance, and wish it transferred along with the outer buoys to the Government.

Ayr.—High Light.—A white light, shown from a substantial stone tower, elevated 50 feet above high water spring tides, and is produced from gas, with a bat-wing burner. There is a portion of a small refractor, with a small spherical mirror behind, which is loose, and should be fixed dead, and an Argand burner substituted for the bat-wing. This light could be greatly strengthened by the use of condensers and totally reflecting prisms, in addition to the refractor. Everything was found here in good order.

Low Light.—In same tower is red, from the same kind of apparatus. The same remarks apply as to the high light.

Tide Light.—A red light, from gas, on the breakwater, similar to the others, excepting that the spherical mirror is of a smaller size, and useless.

Ardrossan.—A red light, from gas, elevated 25 feet above high water spring tides. The light is produced by a catadioptric holophotal apparatus of zinc, with red muffles. The small central lens was broken sometime since by a heavy sea, which broke through the window. The window glass is now made 1¼ inch thick, and Mr. Moffat was to order a new central lens, and also a spare lens. The lightroom requires to be repainted, but everything else was in good order.

There are two buoys here for marking local dangers. It would have been better to have had buoys of a much larger size, but the same explanation was given here as at Troon, regarding the nature of the bottom, and the difficulty of getting the buoys to ride.

Troon.—High Light.—An intermittent light, from gas, elevated 37 feet above high water spring tides. The alternations of light and darkness are produced by a simple and beautiful piece of machinery, which performs its work very efficiently, by suddenly limiting the supply of gas, so as all but to extinguish it, and again as suddenly letting on the full supply. The illuminating apparatus is, however, very imperfect. There are 15 burners and two mirrors mounted on pedestals, but they are useless, and there should be placed here a dioptric apparatus of the fourth order, with one central burner, and with probably some condensing apparatus.

Low Light.—Is placed on a cast-iron pipe, and shows a red light produced by four large burners and red panes, without any optical apparatus. This light is not liable to the same objections as others placed on standards, as it is lighted from a hollow in the bottom of the stone parapet, into which the keeper enters. The arrangement for this purpose, consists of a "flash" pipe perforated with small holes ¾ inch apart, and which is fixed alongside of the main gas pipe. When the gas is let on, it escapes freely through the small perforations, and being lighted, the flame runs up the flash pipe to the top, where it kindles the gas from the burner. The lantern is, however, very small (2 feet 3 inches by 2 feet 3 inches); and three of the panes are cracked by the heat. Perhaps an iron tower could be erected on the pierhead, though it be much exposed, and if this be impracticable, a larger lantern should be used, with small dioptric apparatus, with one central burner.

There are two buoys here, of rather too small size for being very readily picked up, but it was explained that owing to the nature of the bottom, larger buoys would not ride.

Port Ellen.—A red light, from oil, placed on the Carraig—Fadda Point, west entrance of harbour, and is elevated about 40 feet above high water spring tides. The apparatus is placed in a handsome stone tower, and consists of a spherical mirror about 14½ inches diameter. It was in tolerable order, but there is no proper security for the accurate direction of the axis of the apparatus. The reflector stand has also been bent, so as to throw the light too much upwards. As Port Ellen is a harbour which is frequently resorted to, and might be more used were its position better indicated, we think that a condensing dioptric apparatus so constructed as to give a greater arc of illumination should be provided. The interior of the tower should also be whitewashed.

Corpach.—This light belongs to the Caledonian Canal Commissioners, and is situated at the entrance to the Canal. It is from oil, and is elevated 21 feet above high water of spring tides. The apparatus consists of a spherical mirror, 12½ inches diameter, having a pane of red glass in front, with a disc in the middle, ground out so as to show a white light. Though the light has not to be seen at any great distance, yet, considering that it is at the entrance to a great national work, we beg to recommend that a small dioptric light should be procured, and panes of red glass provided for placing in front of it.

Ardrishaig.—A white light, from gas, shown from a substantial tower of masonry on the pierhead at the level of 30 feet above high water spring tides. The apparatus consists of a spherical mirror, and the lower half of a Bordier Marcet reflector, the upper half having been lost or destroyed. The mirrors were tolerably well polished. There are three gas burners separated widely from each other, and none of which are in the focus. There is no spare plate glass for the lantern. We recommend dioptric condensing apparatus for this light. The Ardrishaig light, as well as that at Crinan, is under the control of the Caledonian Canal Commissioners.

There is a small buoy at Ardrishaig Harbour for marking the position of a rock which lies close to the pierhead. There is also an iron beacon on a rock which lies a little to the south of the harbour, and on the opposite side of the channel; it projects about five feet above high water. The Commissioners have a spare buoy and chain for use when the other is under repair.

Crinan.—A red light, from oil, elevated 20 feet above high water. The apparatus consists of a Bordier Marcet reflector, and spherical mirror behind. The burner is loose and leaky, and the long-continued dripping of the oil has made the whole tower so dirty that it is hardly possible for any one to enter. The mirrors were, however, tolerably well polished. They have no spare lamp, and no spare red panes. We recommend dioptric condensing apparatus for this light.

(signed) *D.* and *T. Stevenson.*

Edinburgh, 29 October 1864.

— No. 2. —

The Commissioners of Northern Lighthouses to the Secretary, Marine Department, Board of Trade.

Northern Lighthouse Office, Edinburgh,
15 February 1865.

Sir,

I AM directed by the Commissioners of Northern Lighthouses to transmit herewith a copy of the circular addressed to the local harbour authorities on 21st October last, with copies of the several answers which have hitherto been received.

I am, &c.

The Secretary, Marine Department, Board of Trade.

(signed) *George Stewart,* Pro Secretary.

CIRCULAR issued by the Commissioners of Northern Lighthouses to the Harbour Authorities in *Scotland*.

Northern Lighthouse Office, Edinburgh,
Sir, 21 October 1864.

WITH reference to the letter addressed to you by the Commissioners of Northern Lighthouses on 8th December last, transmitting a copy of their Report as to the light under your charge, together with a copy of General Observations common to all lights, I have now to inform you that a copy of the Report by the Commissioners has been presented to Parliament, and as it is probable that during the ensuing Session a return may be moved for of information as to what steps each local authority has taken in consequence of the Report by this Board, I am directed to request that you will inform me, with a view to your answer being transmitted to London for presentation to Parliament, if required, whether anything, and if so, what has been done in regard to your harbour lights in consequence of the Report made by this Board.

I am, &c
(signed) *Alex. Cuningham*,
Secretary.

The preceding Circular was sent to—

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2. Anstruther - - „ - 8
3. Arbroath - - „ - 8
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5. Broughty Ferry - „ - 9
6. Buckhaven - - „ - 9
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8. Campbeltown - „ - 10
9. Cellardyke - - „ - 10
10. Charleston - - „ - 10
11. Clyde Lights - „ - 10
12. Crail - - - „ - 11
13. Cullen - - - „ - 11
14. Cumbrae Trust - „ - 11
15. Dundee (Harbour Lights) „ - 11
16. Ditto (Tay Lights) „ - 12
17. Frazerburgh - „ - 12
18. Ferry-port-on-Craig „ - 12
19. Greenock - - „ - 12
20. Kirkcudbright - „ - 13
21. Kirkwall - - „ - 13
22. Little Ferry - - Answer, p. 13
23. Lossiemouth - - „ - 13
24. Macduff - - „ - 13
25. Man, Isle of - - „ - 14
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30. Pitullie - - „ - 15
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35. St. Andrews - - „ - 16
36. Stonehaven - - „ - 16
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38. Thurso - - - „ - 16
39. West Wemyss - „ - 16
40. Whithörn - - „ - 16
41. Wick - - - „ - 16

ANSWERS TO CIRCULAR.

1.—ABERDEEN.

Aberdeen Harbour Lights.

Sir, Town House, Aberdeen, 3 January 1865.

I AM now enabled to reply to your letter addressed to me, of date 21st October last, and to inform you that, as recommended in the Report of the Messrs. Stevenson, Engineers to your Board, and other documents transmitted by you on 8th December 1863, and on subsequent correspondence with the engineers, the Aberdeen Harbour Commissioners have given directions, as regards the leading lights, that the shades, both red and green, shall have new fixtures for settling the discs parallel to the reflectors, and that discs of plain coloured glass be got in place of the convex coloured discs as at present in use, and that iron ladders be provided for enabling the lightkeepers to clean the lanterns windows on the outside.

With regard to the proposed cast-iron tower for the tidal light on the north pier, the Harbour Commissioners have, as you are aware, obtained plans and

specifications by Messrs. Stevenson for the same. The Commissioners are now about to advertise for contractors for the execution of the work, and the tenders when lodged, will be laid before the Harbour Board for their consideration.

I remain, &c.

Alexander Cuningham, Esq. (signed) *John Angus*, Clerk.

2.—ANSTRUTHER.

Sir, Anstruther, 15 November 1864.

I AM favoured with your letter of 21st ultimo, requesting to be informed whether anything, and if so what, has been done in regard to Anstruther Union Harbour Lights, in consequence of your report on our lights sent in yours of 8th December last.

I submitted your letter to a meeting of the Harbour Commissioners held last evening, and am instructed to say that nothing has been done, our lights being merely temporary, in view of the erection of the new harbour.

I am, &c.

(signed) *H. B. Mackintosh*,

Alexander Cuningham, Esq. Clerk to Harbour Trustees.

3.—ARBROATH.

Sir, Arbroath, 26 January 1865.

WITH reference to your letter of the 8th of December 1863 and 21st October last, and excerpt from the report made to the Commissioners by Messrs. Stevenson, their engineers, I now beg to enclose excerpt from the minutes of the Harbour Trustees for the information of the Commissioners.

I am, &c.

A. Cuningham, Esq. (signed) *John Macdonald*, Clerk.

EXCERPT from Minutes of Harbour Trustees referred to in the foregoing Letter.

25 January 1865.

Inter alia.—The meeting had under consideration letter from Mr. Cuningham, the Secretary to the Commissioners of Northern Lighthouses, dated the 8th of December 1863, with excerpt from a report by Messrs. Stevenson, the engineers to the Commissioners therein mentioned, dated 30th November 1863, also letter from Mr. Cuningham, the Secretary, dated 5th of January 1864, and copy of clauses contained in the Act 25th & 26th Vict. c. 63, thereto annexed. It appeared from the excerpt from Messrs. Stevenson's report that they suggested, as regards the Harbour of Arbroath, "that an Argand burner, with proper lamp glasses, should be substituted for the bat-wing burner; that a few red muffles should be kept in store in case of the red panes being broken, and as one-half of the whole eight is at present allowed to go to waste, a spherical mirror and paraboloidal dome should be added to the apparatus."

The meeting were aware that the recommendations in Messrs. Stevenson's report were duly considered at the time it was received and remitted to the pilot-master, with directions to give his attention thereto; and he thereafter reported that there were objections to the substitution of an Argand burner for the bat-wing burner then in use; that it would be difficult to work the light without breaking the glasses, as had been proved by long experience of the Argand burner which had been originally in use, and had been disused on that account, and a bat-wing burner substituted for it. The cause of this was that the light was not kept continually burning, but was used as a signal for warning off vessels, or for lighting them in, and had frequently to be blazed up suddenly. The bat-wing burner shows a powerful light through the lenses in use,

so much so as to be seen even from the Bell Rock, a distance of 12 miles, and no complaint has ever been made of deficiency of light.

The meeting enjoined the pilot-master to keep a supply of spare panes of red glass in case of breakage, being substantially what is recommended by Messrs. Stevenson.

(signed) *Thomas Leslie*, Preses.

4.—Banff.

Sir, Banff, 27 December 1864.

I am directed by the trustees for the harbour of Banff to acknowledge receipt of your letter of date 21st October last, and to state that on receipt of Messrs. Stevenson's recommendation, one of the leading lights was heightened, as suggested by them.

I am further directed to state that the quay-head light is at present in course of being fitted with a reflector so as to increase its efficiency.

I am, &c.
(signed) *James Smith*,
Clerk to Harbour Trust.

The Secretary, Northern Lighthouse Office.

5.—Broughty Ferry.

North British Railway, Edinburgh,
Sir, 14 November 1864.

With reference to your circular of 21st October last, requesting to know whether anything, and if so what, has been done in regard to the harbour lights of this Company, in consequence of a report made by your Board, a copy of which you sent me on 8th December last, I now beg to reply as under.

Harbour Lights at Broughty.—The above have been supplied with new reflectors and burners.

Lighthouse on Ferry-Port-on-Craig.—This has been furnished with new reflectors, and gas has been substituted for oil.

Burntisland Lighthouse.—This has been painted both inside and outside, and a new Argand burner fitted up.

Charleston Lighthouse.—A dioptric light has been ordered under the advice of Messrs. D. and T. Stevenson, engineers for the Northern Lights, and which will soon be ready for exhibition.

I am, &c.
(signed) *Thomas K. Rowbotham.*

Alexander Cuningham, Esq.,
Northern Lighthouse Office.

6.—Buckhaven.

Sir, Buckhaven, 24 October 1864.

In answer to your letter of the 21st, inquiring as to whether any improvement had been made on the harbour light here, I have to state that when Mr. Stevenson called here to inspect the light, I was particular in asking him whether any improvement could be made upon the apparatus of the light. I was told that the light was perfect—only wanted to be cleaner kept. Since Mr. Stevenson's visit we have been most careful in looking after the lightkeeper to see that he is doing what is required, and I am happy to say that he is doing according to our instructions.

Mr. Stevenson likewise complained upon the lightkeeper being from home two months during the fishing season and putting a substitute in his place.

We have now made arrangements that he be stationery here ; therefore, I think, having done all we could possibly do regarding the light, that the Commissioners will be fully satisfied.

I am, &c.

Alexander Cuningham, Esq. (signed) *John Deas.*

7.—Burntisland.

(*See* Answer from North British Railway, p. 9.)

8.—Campbeltown.

Sir, Town Clerk's Office, Campbeltown, 11 January 1865.

In answer to your circular of 21st October last, requesting information as to what has been done in regard to the Campbeltown harbour lights, in consequence of the report therein referred to, I beg to inform you that an order for spare coloured glasses was some time ago given to the tradesman who supplies these articles to the harbour trustees. They are not yet supplied, but are daily expected. This is all that has been done in consequence of the report.

I am, &c.

(signed) *Charles Mactaggart,*

Alexander Cuningham, Esq. Town Clerk.

9.—Cellardyke.—(No answer.)

10.—Charleston.

(*See* Answer from North British Railway, p. 9.)

11.—Clyde Lights.

Sir, Clyde Navigation, Glasgow, 15 November 1864.

In reply to your circular dated 5th instant, requesting to be informed of the action taken by the Trustees of the Clyde Navigation in consequence of the report by Messrs. Stevenson on the lighthouses under their charge, I now beg to supply the information required.

Dumbuck Lighthouse.—The former lantern at this lighthouse has been removed, and a lantern with double copper dome has been erected on the top of the tower. The astragals are diagonal, and the apparatus is a fifth order dioptric, with silver-plated reflector and Argand burner.

Garmoyle Light-ship.—The old lantern and shear-poles have been removed from the light-ship, and a malleable iron tower has been erected on board, with cast-iron lantern having a double copper dome, diagonal astragals, and a fifth order dioptric, with silver-plated reflector and Argand lamp, having gimbal joints and steadier, with pulleys and balance weight.

Cardross Lighthouse.—The alteration suggested in the position of the burner of this light is being attended to, and, when adjusted, will complete all the improvements on the lights under the charge of the trustees, which were recommended by Messrs. Stevenson.

The Port Glasgow Perch Light and Port Glasgow Quay Light are not under the control of the Clyde Navigation Trustees, and I cannot give any information respecting them.

I am, &c.

(signed) *George Keith,*

Alex. Cuningham, Esq. General Manager.

12.—Crail.—(No answer).

13.—Cullen.

Sir, Cullen House, Cullen, 24th October 1864.

I beg to acknowledge recipt of your favour of the 21st instant, and have to state in reply, that it is in contemplation to introduce gas into the seatown of Cullen next summer, and we purpose to take advantage thereof to cause a light or lights to be erected on the quay of the Cullen harbour.

I am, &c.

Alex. Cuningham, Esq. (signed) *W. G. Bryson.*

14.—Cumbrae Trust.

Sir, 29, St. Vincent-place, Glasgow, 4 November 1864.

I was duly favoured with your printed circular of the 21st ult., with reference to the letter addressed to me by the Commissioners of Northern Lighthouses on 8th December last, transmitting a copy of their report as to the lights under my charge.

That report had reference to the Cloch, Toward, and Cumbrae Lighthouses; and with the exception that some of the reflectors and burners at Cloch required re-adjustment, it stated that the lights were found in excellent order. The adjustment referred to was attended to immediately on receipt of the report.

I am, &c.

Alexander Cuningham, Esq. (signed) *Geo. Knight.*

15.—Dundee (Harbour Lights).

Excerpt from Minutes of the Committee on Works, &c. of the Trustees of the Harbour of Dundee, dated 22d December 1864.

The Report, dated the 14th ult., by the engineer on the harbour lights, was read. Having considered the same, the Committee instruct the clerk to transmit a copy of said report to the Secretary to the Commissioners of Northern Lighthouses in answer to his circular to the Trustees dated the 21st day of October last, and specially to refer to Mr. Ower's report of 30th January last.

Copy Report above referred to.

"Gentlemen, Harbour, Dundee, 14 November 1864.

"By excerpts from Minutes dated 31st October last, I am requested to report whether anything has been done in regard to the harbour lights in consequence of the report made by the Northern Light Commissioners; I beg leave to report that (as recommended) the reflectors have been removed. The leading lights being still required, there has been no change made of their position. See my report dated 30th January last.

"I have, &c.

(signed) "*Chas. Ower.*

"To the Trustees of the Harbour of Dundee."

"Certified by (signed) "*James Cathcart*, jun.

"For *George Milne*, Clerk."

Note.—A copy of the Harbour Engineer's Report, dated 30th January last, was sent to the secretary of the Northern Lighthouses on 1st February 1864.

(Initialled) "*J. C.*, jun."

16.—Dundee (Tay Lights).

Tay Lights.

Dear Sir, Trinity House, Dundee, 26 October 1864.

I was duly favoured with your circular letter of 21st instant, which I submitted to a meeting of this Incorporation on 24th instant.

In answer to the inquiry therein made, I have to inform you that, in consequence of the report referred to, and acting under the advice of the Messrs. Stevenson, this house has, upon each of the Upper Ferry Leading Light and Lower Pile Leading Light, substituted what are termed dioptric holophotes of the sixth order in place of the silver-plated paraboloids which were formerly used in the Tower and Pile lighthouses.

The new holophotes were lighted on the 5th instant, and are considered great improvements upon the former reflectors. The holophotes were fitted up by directions of and under the superintendence of Mr. Andrews, acting on behalf of the Messrs. Stevenson, and are giving great satisfaction.

I am, &c.

Alex. Cuningham, Esq. (signed) *James Hunter*, jun.,
Secretary.

P.S.—I should also mention that arrangements are in progress for substituting holophotes in each of the towers at Buddonness, I believe of a more powerful description, upon new and higher towers than the present.

17.—Frazerburgh.

Sir, Frazerburgh, 5 November 1864.

Your letter of the 21st ultimo, addressed to the harbour master here relative to harbour lights, was laid before a meeting of the Harbour Commissioners, and they desire me to inform you that no alterations had been made on the harbour lights here, as they were greatly approved of by all the shipmaster frequenting the port, and that no accident had ever occurred from any deficiency in the lights, and

I remain, &c.

(signed) *Robert Sutherland*,
Alexander Cuningham, Esq. Clerk to Commissioners.

18.—Ferry-port-on-Craig.

(*See* Answer from North British Railway, p. 9).

19.—Greenock.

Town Clerk's Office, Greenock,
Sir, 27 October 1864.

I beg to acknowledge receipt of your favour of 24th instant, covering copy of your circular of 8th December last, and the documents therein mentioned, regarding the two leading lights at this port showing the tail of the bank.

Some time ago the police trustees of this town commenced the construction of an esplanade along the shore to the west of the town, and about half a mile of the sea wall has already been built. As this esplanade wall is about 80 feet seaward of the principal of the two leading lights you refer to, and alters in some degree the features of the shore, some of our trustees were of opinion that the lights might be removed farther westward, at any rate placed more seaward, with advantage to the shipping. The Master of Works was accordingly instructed to consider the matter, and report his opinion for the guidance of the trustees. Of course before the lights are touched your Commissioners' consent must be obtained, and I will communicate the trustees' resolution to you whenever they are enabled to say what should be done.

Meantime

Meantime should you or your engineers have any suggestions to make on the subject, I shall be glad to hear from you.

I remain, &c.
(signed) *John K. Gray.*

P.S.—I need perhaps scarcely add that the Master of Works was directed to consider, in connection with the removal of the lights, the extract report you sent me regarding the mode of lighting.

(Initialled) *J. K. G.*

20.—Kirkcudbright.—(No answer.)

21.—Kirkwall.

Sir, Harbour Office, Kirkwall, 22 November 1864.

In reply to your inquiry of date 21st October, I beg to state that the report made by your Board on Kirkwall Harbour Light being satisfactory, and calling for no alteration to be made in the works, or the management thereof, no alteration has taken place or is at present contemplated.

Yours, &c.
Alex. Cuningham, Esq. (signed) *J. H. Bakie*, Secretary.

22.—Little Ferry.

Sir, Golspie, 3 January 1865.

I duly received your letter of 30th ultimo, also your circular of the 21st October last, which latter I have to apologise for not replying to in due course.

The excerpt from Messrs. Stevenson's report accompanying your circular (without date) received 10th December 1863, refers only to the three buoys moored at the entrance to the harbour of Loch Fleet (or Little Ferry); these will be maintained in the same good working order as at the date of Messrs. Stevenson's report.

There are no permanent lights at this harbour.

I am, &c.
Alex. Cuningham, Esq. (signed) *Joseph Peacock.*

23.—Lossiemouth.

Harbour Company's Office, Lossiemouth,
Sir, 31 December 1864.

I have received your letter of 30th. The present light at the entrance of the harbour here has always and still gives universal satisfaction. So far as I know, there has never been a single complaint made against it by the shipping frequenting the harbour, and as the revenue has fallen off to a considerable extent of late, the directors trust that they will not be called upon to lay out any more money in the meantime.

Trusting that this explanation may be satisfactory,

I am, &c.
A. Cuningham, Esq. (signed) *Alex. Sim.*

24.—Macduff.

Sir, Harbour Office, Macduff, 31 December 1864.

There was suggested in the Commissioners' report that we should have spare panes of glass for the portion of our light which is red, which we have ordered.

We do levy a rate for maintaining the light, which I beg to enclose. Our light continues to give the greatest satisfaction.

I am sorry I neglected to send this sooner.

Yours, &c.

Alexander Cuningham, Esq., Edinburgh. (signed) *James Farquharson.* Harbour Master.

(Enclosure.)

Pier Head Lights.			*s.*	*d.*
Vessels below thirty tons	each voyage	- - -	-	8
Thirty and below fifty tons	„	- - -	1	-
Fifty and below eighty tons	„	- - -	1	4
Eighty and below one hundred tons	„	- - -	1	8
One hundred and upwards	- - - - -	- - -	2	-
Herring boats, for the season	- - - - -	- - -	2	-

25.—Isle of Man.

Sir, Douglas, Isle of Man, 26 November 1864.

I have to acknowledge the receipt of your letter of the 21st ultimo, with reference to the harbour lights, and I have to inform you that all repairs required are being proceeded with according to the suggestions contained in the Report of the Commissioners of Northern Lighthouses, but as to the new lights suggested to be placed at Douglas and Ramsay, the Harbour Commissioners consider that nothing should be done at present, inasmuch as new lighthouses will have to be shortly placed on the new breakwaters in course of construction at those places.

I am, &c.

Alexander Cuningham, Esq. (signed) *Richard Quirk.*

26.—Montrose.

Sir, Montrose, 9 November 1864.

In reply to your letter of 21st October last, requesting to be informed what steps had been taken in regard to the Montrose harbour lights, in consequence of the report of your Board, dated 18th November 1863, I am directed to acquaint you that the two leading lights of the harbour have been repaired and improved, new reflectors having been placed on both towers, and the other recommendations contained in the report, so far as regards Montrose lights, carried out all at the sight of Messrs. D. & T. Stevenson, engineers.

I am, &c.

Alexander Cunningham, Esq. (signed *Adam Burnes.*

27.—Newport.

Sir, Tayfield, 7 November 1864.

I have to acknowledge receipt of your letter of date 21st October.

The harbour of Newport being a mere pier or creek for small local traffic, and to which vessels never come in excepting during daylight, there are no harbour lights, nor would the revenue derivable, either now or prospectively, warrant their being organised.

I have, &c.

Alexander Cuningham, Esq. (signed) *John Berry.*

28.—Peterhead.

Sir, Peterhead, 14 November 1864.

I beg to acknowledge receipt of your circular dated the 21st ultimo, with reference to the letter addressed to me by the Commissioners of Northern Lighthouses on 8th December last, transmitting a copy of their report as to the lights under the charge of the harbour trustees here, together with a copy of general observations referring to all lights, and requesting to be informed whether

whether anything, and if so what, had been done in regard to the harbour lights here, in consequence of the report made by the Commissioners.

Having laid the circular before a meeting of the harbour trustees held to-day, I am directed to request that you will be so good as inform me whether, looking to the terms of the report as to the harbour lights here, it is expected by the Commissioners that anything, and if so what, should be done in regard to them.

I may mention that on receipt of the copies of directions prepared by Messrs. Stevenson for the guidance of parties employed in cleaning harbour lights, &c., and lighthouses, &c., the copy intended for that purpose was hung up in one of the light-rooms, and that the lightkeeper is guided by these directions in the matters to which they relate in discharging his duties.

I remain, &c.

Alexander Cuningham, Esq. (signed) *William Boyd*, Clerk.

FURTHER ANSWER.

Sir, Peterhead, 11 February 1865.

WITH reference to your circular dated 21st October last, addressed to me, requesting to be informed whether anything, and if so what, had been done in regard to the lights under the charge of the harbour trustees here, in consequence of the report made thereon by the Commissioners of Northern Lights, I beg to inform you, in reply, that from the Report referred to there did not seem to be any room for improvement with reference to these lights, and none was suggested.

A printed copy of the directions sent to me for the guidance of parties employed in cleaning harbour lights and lighthouses, and for the better preservation of the buildings and apparatus, has been hung up in one of the light-rooms, and the lighthouse-keeper has been enjoined carefully to attend to their observance.

I remain, &c.

(signed) *Wm. Boyd*, Clerk.

29.—PITTENWEEM.

Sir, 26 October 1864.

IN answer to your printed letter of the 21st instant, I beg to inform you that in consequence of the report by the Commissioners of Northern Lighthouses, an excerpt of which was sent to me relating to the light at the harbour of this burgh, the magistrates and town council resolved to erect a tower and apparatus in accordance with the views of Messrs. D. & T. Stevenson, civil engineers, Edinburgh, and accordingly the erection is in the course of being made under the directions of these gentlemen.

I am, &c.

Alexander Cuningham, Esq. (signed) *John Bowman.*

30.—PITULLIE.—(No answer.)

31.—PORT GORDON.

Sir, Fochabers, 31 December 1864.

I HAVE to apologise for delaying so long to answer your circular letter of 21st October.

On receiving it I made immediate inquiry as to the state of the lights at Port Gordon Harbour, and was much disappointed to learn from the man in charge that one of them had been extinguished four times in less than three months, which was very annoying, considering I had got new lanterns of a superior kind, such as are used at railway stations.

I also got three supplies of panes of glass, together with a supply of spare chimneys and other necessaries.

In November last the lanterns were slightly altered, and more substantial spars erected for them to prevent vibration, and I am glad to say they now give satisfaction.

I have, &c.

Alexander Cuningham, Esq. (signed) *Alex. Marquis.*

32.—Port Patrick.

Sir, Harbour Office, Port Patrick, 31 October 1864.

In reply to your circular of the 21st instant, I beg to say that the defect in the lamp of our harbour light, noticed by Mr. Stevenson, the Board's engineer, in his report of 30th November 1863, has been rectified.

I am, &c.

Alexander Cuningham, Esq. (signed) *Edw. Nares.*

33.—Rosehearty.

Sir, Rosehearty, 24 October 1864.

In reply to your communication of the 21st instant, I have to state that there is no alteration in the lights at this harbour since your letter of the 8th December last.

I am, &c.

(signed) *John Malcolm,*

Alexander Cuningham, Esq. Harbour Clerk.

34.—Rothesay.—(No answer.)

35.—St. Andrews.—(No answer.)

36.—Stonehaven.—(No answer).

37.—Stranraer.—(No answer.)

38.—Thurso.

Sir, Thurso, 27 October 1864.

I have received your letter dated 21st instant, and in reply beg to inform you, that no steps have been taken by the local authority here with reference to harbour lights, since receipt of the copy of the Commissioners' Report in December last.

I am, &c.

Alexander Cuningham, Esq. (signed) *Jas. Brims.*

39.—Wemyss.

Sir, Wemyss Castle, Kirkcaldy, 24 October 1864.

I have to acknowledge receipt of your intimation of 21st instant.

It is proposed to improve the light at West Wemyss Pier at once; but that such improvement may be in accordance with the views of Messrs. Stevenson, I write them by this post.

I am, &c.

Alexander Cuningham, Esq. (signed) *Thos. Bywater.*

40.—Whithorn.—(No answer.)

41.—Wick.

Sir, Wick, 1 January 1865.

I regret your official letter of October has remained unanswered, but the report of the Inspecting Commissioners on our lighthouse was, that we only required some spare glass; now this glass we had in store, although unknown to our lighthouse-keeper, so that under this impression I suppose I did not write or consider it necessary.

Believe me, &c.

Alexander Cuningham, Esq. (signed) *John Tudor.*

— No. 3. —

The Secretary to the Trinity House of *Deptford Strond* to the Secretary, Marine Department, Board of Trade.

Trinity House, London, E.C.,
Sir, 25 February 1865.

I AM directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that in pursuance of the duties required of this Corporation, as stated in Act 25 & 26 Vict. c. 63, s. 43, a Committee of Elder Brethren proceeded to Bridport and Poole, notice of such intended inspection having been previously given to the respective local authorities, from whom the Committee received every information and attention; and I am now to submit to their Lordships the general report of the result of such inspection, as follows, viz.:—

Bridport.—The lights at Bridport are of an entirely temporary character; two ordinary hand lanterns containing three or four candles are used by the pilots only when vessels are entering the harbour; and the only buoy is a warping buoy off the entrance maintained by the authorities.

Considering the trade and nature of the port, they are sufficient for the purpose.

Poole.—There are five lights, exceedingly good of their kind, but there are no lighthouses. Posts are fixed in the ground, and lanterns shipped at sun-down and removed at sun-rise; the two leading lights for the swatchway are shown from very capital lanterns of about 20 by 14 inches, with large bull's eyes and spherical reflectors, the lamps having four round wicks; the other three lights are of the same character, only smaller; they are all well arranged for the navigation of the port, and worked by bright light, and darkness produced by screens fixed about 24 feet in advance of each. The four lights at the entrance are under the management of one man, who receives 20 *s.* a week; the upper light is in charge of the farmer living close at hand.

The buoys are described as "Can" and "Nun." The so-called "Can" buoys are mere casks, with long staves and small bilges; they lie on the water nearly on their bilges, although moored at the head; these all mark the port-side of the channel, and are painted red. Those on the starboard hand are the Nun buoys, straight staved; the Bar buoy, a large one, is about eight feet in the stave, and the others are about five and four feet. The channels within the entrance are primitively but effectually staked out, a buoy being used only where a channel divides.

The present arrangements are deemed sufficient for the purposes for which they are required.

I have, &c.
The Secretary, Marine Department, (signed) *P. H. Berthon.*
Board of Trade.

— No. 4. —

(No. 381.)

The Secretary to the Port of Dublin Corporation to the Secretary, Marine Department, Board of Trade.

Sir, Ballast Office, Dublin, 1 March 1865.

I AM directed by the Port of Dublin Corporation to transmit herewith, in a tabular form, the substance of the correspondence which this Board have had with the various local authorities having lights, buoys, or beacons under their jurisdiction in Ireland, and, in addition thereto, to offer such further explanations as may appear necessary to enable the Lords of the Committee of Privy Council for Trade to furnish this Board with such instructions as will enable them to govern themselves in any future similar cases.

The Board have commenced with *Wicklow*, although that was not inspected by the Committee, as they were aware there was neither light, buoy nor beacon, there: but application having been made to this Board to replace the light, the Board deem it necessary to state that such light would be purely and entirely local, and merely a guide into the small river at Wicklow, and, as such, cannot be recommended to be paid for out of the Mercantile Marine Fund,

though the replacing of the light is desirable for local trade. The Board would, therefore, be glad to learn from their Lordships what steps (if any) should be taken, under the peculiar circumstances of the case, to have the light replaced.

Wexford.—It appears that this harbour is well buoyed and marked, and is under the constant supervision of the Harbour Commissioners.

Waterford.—The correspondence will show there is a difference of opinion between the Committee and the Waterford Harbour Commissioners upon the subject of marking Seedys Bank; this bank was so marked for many years, and is laid down upon all the Admiralty charts as marked with two buoys; and the deputation were of opinion they should be replaced, as it is a long bank on the north side of the river, and certainly appears necessary to be marked.

With respect to the light proposed at Passage, the Board regret they cannot coincide with the opinion of the Trinity Brethren, as expressed in their letter of the 14th December 1859 (a copy of which I enclose), as the Board are still of opinion that this light is necessary for general purposes. The anchorage at Passage is exceedingly difficult of access by night, the land on either side being very high, and the spit very low and running out a considerable distance; and as this harbour is the only one that vessels can run for between Kingstown and Queenstown, and is greatly resorted to by vessels bound to the westward, when meeting with adverse winds, the Board strongly urge a reconsideration of the subject. The Waterford Harbour Commissioners have offered to contribute 50*l.* a year towards its maintenance, the annual cost of which would be about 300*l.* per annum; the cost of building about 500*l.*

New Ross.—It will be seen by the correspondence that the Harbour Commissioners have at last yielded to the views of this Board as to the size of the buoys.

Cork.—The Harbour Commissioners have, it appears, removed two of their light keepers, but this Board are anxious to know is there any compulsory power to enforce the removal of light keepers they believe to be inefficient. The reflectors alluded to are in store in this department, and the inspector of lights has been directed to have them valued with the view to supplying them to such local authorities as may require them.

The *Shannon* having been specially reported upon, and the subject being still under consideration, it does not appear necessary to advert to it any further in this report.

Ballina and *Killala.*—The laying down a buoy at the Wheaton Rock, Sligo, has formed the subject of a separate report, and has since met with the sanction and approval of the Board of Trade and Trinity House. With reference to Killala, the Board recommend a buoy to be placed at the expense of the Mercantile Marine Fund.

Londonderry.—It will be seen by the correspondence that the observations of the Committee who visited that port have led to considerable improvements, and in this case the Board will seek for further information from their Lordships as to their power to enforce the employment of proper and competent persons as light keepers.

Belfast.—The correspondence in this case will also show that all matters connected with the lights are in gradual course of improvement.

Strangford and *Carlingford* are both ports under peculiar local jurisdiction. With respect to Strangford, the Board are of opinion that the perch at present marking the "Pladdy Lug," recently placed there by Captain Nugent, is altogether insufficient for the purpose required. The Board, under these circumstances, entered into a correspondence with Captain Nugent with a view to ascertain how far he would be prepared to contribute towards the erection of a proper and substantial beacon, and it will be seen by his letter of the 15th January 1865, that he declines to contribute. As the title under which Captain Nugent claims dues from vessels entering the Lough is similar to the claims made by Lord Clermont, the Board are apprehensive they have no power to enforce a contribution, and that therefore this desirable object must be abandoned.

The correspondence respecting Carlingford will show that Lord Clermont claims tolls for vessels anchoring in the Lough, but does not consider himself bound

bound to supply buoys or other marks; on this subject the Board would be glad to have their Lordships' instructions.

Dundalk.—A reference to the correspondence will show that, owing to attempts which are now being made to straighten the channel, no change in the lights, &c. will at present be made.

Drogheda.—The Board have no observations to offer.

I am, &c.

The Secretary, Marine Department, Board of Trade. (signed) *W. Lees*, Secretary.

Enclosure 1, in No. 4.

Sir, Trinity House, London, 14 December 1859.

Having laid before the Elder Brethren your letter of 6th instant, transmitting an application from the Waterford Harbour Commissioners for a small lighthouse to be erected on the Spit of Passage, and a beacon tower on Falskirt Rock, and signifying the request of the Port of Dublin Corporation that, if they concur in the opinion that the application should be complied with, they will bring the subject under the notice of the Lords of the Committee of Privy Council for Trade.

I am directed to acquaint you, for the information of the Corporation, that although the Elder Brethren think that the proposed beacon may, under certain circumstances, be beneficial to the passing trade, they do not, as at present advised, consider that the light on the Passage Spit would be of such general advantage as to justify them in forwarding the proposal for the sanction of the Board of Trade.

I am, &c.

W. Lees, Esq. (signed) *P. H. Berthon.*

Enclosure 2, in No. 4.

Extract of Letter from Lord *De Ros*, dated 2 December 1862.

During the gale of the 8th of November no less than 52 coasters ran into Strangford for shelter, and had only to let go single anchors to ride it out in smooth water; no tide, and entire protection from the wind.

Surely there are not many refuges along the coast where so much as this can be said.

I am, &c.

William Lees, Esq., Ballast Office, Dublin. (signed) *De Ros.*

"Pladdy Lug."

Gentlemen, Ballast Board, 31 December 1864.

We have the honour to refer you to the observations contained in our report of lights, buoys, and beacons, under local jurisdiction at the Port of Strangford, in which we remarked on the growing importance of that lough as a harbour of refuge, there having been no less than upwards of 700 vessels which resorted there in the year 1863, solely for the purpose of refuge; and from an extract from a letter from Lord de Ros, it appears that on the 1st November 1862, no less than 52 coasters ran into Strangford for shelter, and had only to let go single anchors to ride it out in smooth water; no tide, and entire protection from the wind.

Owing to the extreme rapidity of the tides, and the difficulty of access, no vessel would willingly run there for shelter if it could be avoided, and we therefore think that every facility should be given to enable them to guard against the dangers at its entrance.

The subject was brought under the notice of the Board of Trade in the year 1858, but their Lordships then declined to accede to the wishes of the Ballast Board, on the ground that the beacon in question is one, the erection of which could not be fairly charged upon the Mercantile Marine Fund, as local means were available, and had been offered for the purpose. Since that period Captain Nugent has placed an iron perch on the Pladdy Lug, a dangerous point on the starboard hand in entering the lough; but this, we are of opinion, is insufficient for the purpose, and we therefore recommend a further application to Captain Nugent, with the view of ascertaining whether he would contribute any, and if so, what amount, in erecting the proposed beacon, the cost of which would amount to *.

* *Sic in orig.*

(signed) *P. Dombrain.*
Robert Callwell.

Ballast Office, Dublin,
Sir, 5 January 1865.

THE Board having directed me to report my opinion as to the expediency of placing a better mark on the "Pladdy Lug," at the entrance to Lough Strangford, I beg to state that the perch which now marks it is considerably smaller than any the Corporation are in the habit of erecting, and, besides, the barrel at its top is too small to render it sufficiently conspicuous; and although it is a tolerably good sea mark for that position in clear weather (being only four cables distant from Rock Angus Tower), still, where the tides run so rapidly in this narrow entrance that vessels attempting to stem them in moderately thick weather are almost certain to be set out of their position, without means, either by observation or soundings, of ascertaining it: a more distinguishable object would be better, and which I would recommend should be placed about 20 fathoms further out, where it has been ascertained that there is a good foundation for it.

I am, &c.
The Secretary, (signed) *E. F. Roberts*,
Port of Dublin Corporation. Inspector of Lights.

19, Lansdowne Crescent, Leamington,
Sir, 15 January 1865.

IN reference to your letters, Nos. 4 and 58, of the 3d and 10th instant, I beg to acquaint you, for the information of the Ballast Board, that, having at different times expended very nearly 400 *l.* in Pladdy Lug, and having now got a beacon, which appears likely to stand, and which I think will answer the purpose, I feel very little inclination to subscribe anything towards taking it down and putting up another, as proposed by the Board.

I have, &c.
The Secretary, (signed) *A. Nugent*,
Ballast Office, Dublin. Captain of 2d Dragoons.

Enclosure 3, in No. 4.

TABULAR STATEMENT showing the SUGGESTIONS, &c., made by the Deputation of the Inspecting Committee of the Port of Dublin Corporation at their Inspection of the several Local Ports, Harbours, &c., throughout Ireland, pursuant to the Merchant Shipping Act Amendment Act; also, Substance of the Correspondence that has taken place between the Corporation and the Local Authorities as to whether the Suggestions made by the Deputation to the Local Authorities have been carried out.

WICKLOW.

1. Name of Harbour Inspected.	2. Recommendations made to the Board on subject of want of a Harbour Light, &c.	3. Port of Dublin Corporation inquire if the Harbour Commissioners will replace the Light, &c.	4. Harbour Commissioners' Reply that they have no Funds to replace the Light, &c.	5. Inspecting Committee's Recommendation to the Board.
Wicklow * -	Mr. George Halpin, Wicklow, draws the attention of the Board to the fact of the Wicklow Harbour Light having been carried away by the sea two years ago, and has not since been replaced; and that he could not enumerate the many cases of hardship brought on by the want of it, one ship having run on the South rocks, and another, within one month, on the North side; a schooner also having sank off the mouth of the harbour, where she still lies straight in the fairway. [Under consideration of Inspecting Committee.]	Port of Dublin Corporation write to the Town Commissioners of Wicklow, requesting to be informed when they purpose removing this wreck and replacing the light, at the same time drawing the attention of the Harbour Commissioners of Wicklow to the clauses of the Merchant Shipping Act affecting the subject. (*Vide* Board's letter of 14th October 1864.)	Harbour Commissioners' reply, referring this Board to their letter of 9th February 1861, in which they state "That, owing to the violence of the storm, the portion of the new pier at Wicklow Harbour on which the harbour lighthouse was erected was totally carried away, and the light no longer existed," and that the Harbour Commissioners of Wicklow have no funds at their disposal to replace the light. (*Vide* letter of 5th November 1864.)	Committee recommend that the subject be brought under the notice of the Board of Trade, with a view to receive their instructions.

* *Note.*—This harbour, though not included in the Deputation's inspection, is nevertheless inserted here, being under local jurisdiction.

WATERFORD.

1. Name of Harbour Inspected.	2. Suggestions by Inspecting Committee.	3. Date of Report being forwarded to Authorities.	4. Remarks by Authority in acknowledging Receipt of Report.	5. Port of Dublin Corporation inquire if Local Authority has carried out the Suggestions of Inspecting Committee.	6. Local Authorities' Replies as to whether they have carried out the Suggestions of the Inspecting Committee.
Waterford -	"Committee found centre buoy marking the bar sunk, and pilot boat recently sunk had a buoy placed over it. Buoys on the port side, marking Drumroe Bank, quite too small, and scarcely distinguishable from seaweed and dirt. Committee urge the necessity of placing a small light on piles at the end of Passage Spit. Committee remark that the two buoys shown on the Admiralty chart, as marking the Seedy's Bank, are not there, nor have they been there for many years. Buoy intended to mark Bottom Rock a cable and half length out of position; also, further up on the N.E. point of the Little Island, a buoy is likewise out of place by about the same distance. At the west end of the Ford Channel a buoy was sunk, and had not been recovered nor replaced by any other."	29 Feb. 1864 -	States that the buoys are now in proper position, excepting the two buoys of Seedy's Bank, which were purposely removed years ago, they being an obstruction. The Commissioners further state, they are grateful for the allusion made to the expediency of erecting a lighthouse at the Spit of Passage. (*Vide* letter, 23 March 1864.)	15 August 1864	Waterford Commissioners direct attention to their letter of 23d March last, and state that the Pilot Master has since made monthly inspection of the buoys and other sea marks of the harbour and river. (*Vide* their letter of 16 August 1864.)

7. Port of Dublin Corporation's Letter in Reply to Answers received to the Query in last Column, No. 6.	8. Local Authorities' Reply to Letter from this Board, as given in last Column, No. 7.	9. Port of Dublin Corporation's Reply to Local Authorities' Letter, as given in Column No. 8.	10. Local Authority's Reply to Port of Dublin Corporation's Letter, as given in Column No. 9.
Informed that it will be seen by their letter that no notice has been taken by the Commissioners of the size of the buoys of Drumroe Bank, nor of their state and condition, and that this Board cannot understand how buoys, if properly placed to mark the outer edge of Seedy's Bank, could be an obstruction. The Board further consider that those marks should be replaced. If a pile light be erected on the Spit of Passage, the Board consider that the Waterford Harbour Commissioners should contribute out of their funds a moiety towards its maintenance. (*Vide* Board's letter of 17 October 1864.)	Waterford Harbour Commissioners request to be informed if the General Lighthouse Authorities would erect and maintain a light on the Spit of Passage without levy of special tax or due from shipping using Waterford Port, should that Board contribute 50 *l.* per annum towards the maintenance of the light. (*Vide* their letter of 25 October 1864.)	Harbour Commissioners of Waterford informed that this Board regret that they have not replied to the Inspecting Committee's suggestions, but as this Board have a public duty to discharge, they will be compelled to take the necessary steps under the Merchant Shipping Act. (*Vide* Board's letter of 14 November 1864.)	Waterford Harbour Commissioners state they are not invested with authority to levy a light due for the erection of a light at the Spit of Passage, but would probably contribute 50 *l.* a year towards its maintenance, provided the general lighthouse authority defrays the expense without a special light due being imposed upon vessels using that harbour, but if that cannot be done, to levy a due for the entire cost of the light without the contribution of the 50 *l.* If this be done, larger buoys can be had for Drumroe, &c., the cost of which to be included in one due. Waterford Harbour Board continue of opinion that the Seedy's Bank buoys are unnecessary, and for some vessels an obstruction. (15 November 1864.)

11. Port of Dublin Corporation's Reply to Letter of Local Authority, as given in Column No. 10.	12. Local Authority's Reply to Letter of Port of Dublin Corporation, as given in Column No. 11.	13. Port of Dublin Corporation's Reply to Local Authority's Letter, as in Column No. 12	14. Harbour Authority's Reply to Letter, as given in Column 13.
Harbour Commissioners of Waterford informed that as they have not expressed an intention to comply with the suggestions of this Corporation, it becomes the duty of this Board to bring the matter under the notice of the Board of Trade, according to the provisions of the Merchant Shipping Act, but that they will refrain from doing so for one week to afford the harbour authorities an opportunity of sending to this Board any statement they may desire to make, which shall also be transmitted to the Board of Trade. (*Vide* Board's letter of 19th November 1864.)	Secretary of Harbour Commissioners states that this Board's letters of the 19th, 14th, and 21st, were considered at a meeting of the Pilot Committee, and forwards a copy of that Committee's Report thereon; and that immediately after the 28th he would probably be able to state a further proceeding on the part of the Board itself. (*Vide* letter of the 22d November 1864.)	Informed that as his (Secretary to Harbour Commissioners of Waterford) letter of the 22d November cannot be considered official, this Board would wait till after the 28th November, when they hoped to receive the action of this Board without further delay. (*Vide* letter of 25th November from this Board.)	Secretary to Harbour Commissioners forwards the following resolution passed by Waterford Harbour Commissioners: "We consider that the navigation of this harbour would be facilitated and rendered more safe by the erection and maintenance of a small lighthouse on the Spit of Passage, and we regret that we possess no resources from which we could defray its expenses; but we are willing to contribute a sum of 50 *l.* per annum towards the maintenance of a lighthouse at Passage, provided that the remainder of the expense be borne by the general lighthouse authorities without special tax upon shipping using this harbour. The Pilot and Ballast Committee are requested to procure large buoys of improved construction for Drumroe Bank.'

NEW ROSS AND CORK.

1. Name of Harbour Inspected.	2. Suggestions of Deputation.	3. Date of Report being forwarded to Authority.	4. Remarks by Authority in acknowledging Receipt of Report.	5. Port of Dublin Corporation inquire if Local Authority has carried out Suggestions of Deputation.
New Ross	First buoy laid down at a bank called the "Pink," near to the bar at Cheek Point, small and quite insufficient for the purpose, and was fully a cable and a half length out of position. The second buoy at Pilltown, likewise, too small and insufficient. The third buoy at Rochtown Bank was also a cable and a half length out of position. The fourth buoy, at Drumdowney Point, could scarcely deserve the denomination of a marking buoy, being so very small and inconsiderable. Committee are of opinion that not one of these buoys is fit or suited for the purposes intended.	1 March 1864	No reply received	15 August 1864
Cork	Deputation consider that the lights may be greatly improved, in which the engineer of the port concurred. Deputation further remark, that the light-keepers in charge of the Pile Lighthouses were too old and unfit for so important an office.	1 March 1864	No reply	15 August 1864

Name of Harbour Inspected.	6. Local Authority's Replies as to whether it has carried out the Suggestions of the Deputation.	7. Port of Dublin Corporation's Letter in Reply to Answers received to the Query in last Column, No. 6.	8. Local Authority's Reply to Letter, as given in last Column, No. 7.	9. Port of Dublin Corporation's Reply to Local Authority's Letter, as in Column 8.
New Ross	Harbour Commissioners state that in 1858 they purchased three new buoys of two feet in diameter, in lieu of the smaller ones then down, which their harbour-master thinks are quite large enough for the requirements of the river, and that since then they have had no complaints as to the size of the buoys now in use. In reference to the small one at Drumdowney Point, a new one will be ordered at once; and add, that the buoys are all now in their proper positions. The buoys at Pink Point and Rochestown were some time ago removed by fishermen, but immediately replaced by the Commissioners. (*Vide* their letter of 5th September 1864.)	Port of Dublin Corporation state in reply, that they adhere to their opinion, and consider buoys of two feet diameter quite insufficient for the marking of so large an estuary. (*Vide* their letter of the 17th October 1864.)	Harbour Commissioners "state they have arranged to procure new buoys immediately, but that before purchasing them, they would wish to know the size that would suit the view of the Ballast Board." (*Vide* their letter of the 11th November 1864.)	Harbour Commissioners informed that this Board would recommend buoys of not less dimensions than four feet in diameter with the remaining parts in proportion, and of a similar construction to those at Wexford Bar. (*Vide* Board's letter of 23d November 1864.)
Cork	Harbour Commissioners state that a new reflector has been ordered for the Blackrock Castle Light, and that the other two lights in the lough have never been complained of, and seem to give general satisfaction. (*Vide* their letter of 20th August 1864.)	Board state in reply, that they do not consider that sufficient answer has been returned to their observations. No notice has been taken of the class and description of the persons entrusted with the management of the lights; and the reply of the Harbour Commissioners would fortify the Board in their opinion as to the necessity of improving the lights, when they merely state that they "seem to give general satisfaction;" they do not venture to state they give entire satisfaction. (*Vide* letter of 17th October 1864.)	Harbour Commissioners state that the man in charge of the Loughmahon Light has been removed, but that they have not thought it necessary to change the Dunkettle light-keeper, and that they are making inquiries as to what alterations should be made in the lights. Inquire if Board have reflectors they would sell? (5 November 1864.)	

RIVER SHANNON.

1. Locality Inspected by Deputation.	2. Recommendations of Deputation.	3. Date of Report being forwarded to Authorities.	4. Authorities' Reply.	5. Board of Works' Reply.
River Shannon, Limerick.	"Six perches erected by Board of Works of cast iron pillars, with summit to contain a lantern if required." Deputation consider them judiciously placed, with the exception of the one in the vicinity of the Cock Rock, which, if allowed to remain where it now stands, will lead vessels directly on that danger instead of clear of it. Deputation recommend a system of perches and buoys, 25 in number, including the six placed by the Board of Works, viz., Beal Bar Buoy, Rinana Buoy, Carrig Shoal, Oyster Bank, Long Rock, Shoal off Herring Rock, Spit south of Horse Rock, Waller Bank, Bridge Rock on Middle Ground, Rocks off Ring Moglan Quay, Sod Island, Lougheen, Hogsheads, Dead Hand, Spilling Rocks, Scarlett Rocks, Crawford Rock, East end of Whelps, Horril Rocks, Ballast Rock, Elbow of Muckanish Flat, Cock Rock, Coona Point, a little below Ballincarry Creek, opposite Barrington Creek. Deputation consider the Beal Bar Buoy and Rinana Buoy should be maintained at expense of Mercantile Marine Fund, and state, the Limerick Harbour Commissioners are most anxious to have the river efficiently buoyed, but that they are not in a position to take any steps, owing to the dues being mortgaged to Board of Works to pay for expense of bridge built across the Shannon, and finished in 1835.	To Limerick Harbour Commissioners, 20 October 1864. To Board of Works, 11 November 1864. To Board of Trade, 11 November 1864.	Limerick Harbour Commissioners acknowledge receipt of Report on 24th October, and will submit it at next Board's meeting. "11 November 1864: Harbour Commissioners thank Ballast Board for Report, and state that their best exertions will be used with the Board of Works to have them acquiesce in the views of the Ballast Board as to the number of the localities on which the beacons, &c., referred to should be erected; also request the Board's consideration to the vast importance of having a light on the south point of Scattery Island for the safe guidance of vessels entering the Shannon as a harbour of refuge."	Secretary to Board of Works "is directed to acknowledge receipt of Report, with set of charts showing dangers recommended by Ballast Board to be marked."

6. Board of Trade's Reply.	7. Port of Dublin Corporation inquire from Board of Works if they purpose carrying out the Suggestions of the Deputation.	8. Board of Works' Reply to Query in last Column.	9. Letter from Harbour Commissioners, Limerick, as alluded to in last Column, from Board of Works.
Thanks this Board for their Report, and states their Lordships approve of the mode of placing the buoys and beacons recommended by the Inspecting Committee, but that they are of opinion that the buoys at Beal Bar and Rinana should be placed at the expense of the local authority, as they cannot be considered necessary for vessels not bound to the Shannon, good refuge for such vessels being found in Carrigaholt Roads; their Lordships also pointing out that local authorities, with the assent of Her Majesty in Council, have power to levy dues for the construction and maintenance of local lights, buoys, and beacons. (*Vide* their letter, 25 November 1864.)	Board of Works requested to state if it is their intention to carry out the suggestions of the Inspecting Committee in their Report. (*Vide* Board's letter, 23 November 1864.)	Board of Works state "that before the receipt of the Inspecting Committee's Report, they applied to the Treasury, at the request of the Harbour Commissioners, for their sanction to expend a sum of 560*l.* on the removal of the Cock Rock Shoal. Not having yet received the reply from the Treasury, the Board of Works thought that this sum might be applied, with the Treasury sanction, to the erection of some of the buoys and beacons recommended by Ballast Board; but before applying to Treasury they consulted the Limerick Harbour Commissioners as to their views with regard to the placing a perch on the Cock Rock in lieu of removing it, and their reply is subjoined.* Board of Works do not propose to take any further steps in the matter until they receive the Treasury decision on the application already made to them."	* "Having laid your letter (Board of Works) before the Harbour Commissioners at their meeting, together with copy of Ballast Board's Report on their inspection of the Lower Shannon, I am to forward you the following resolution adopted:—That the Board, in reply to Board of Works, unanimously recommend the total removal of the Cock Rock, inasmuch as its position in a narrow part of the Channel renders it a most dangerous obstruction to the navigation of the river, and the fixing of a perch would not obviate the great difficulty in navigating long vessels of deep draught at this portion of the river; that the nature of the shoal, consisting as it does of shingle and loose stones, render its removal practicable and inexpensive."

10. Inspecting Committee recommend Light on Scattery Island.	11. To Board of Trade.	12. Board of Trade's Reply.	13. Limerick Harbour Commissioners informed.
Inspecting Committee recommend to the Board the suggestion of the Limerick Harbour Commissioners to place a light on Scattery Island.	Inspecting Committee's Report forwarded to Board of Trade, reiterating their opinion that buoys should be placed to mark the Beal Bar and Rinana Shoal, and that a light should be placed on the south point of Scattery Island; also draw attention to the dues levied on the Port of Limerick to repay the Board of Works for a bridge connecting the counties of Clare and Limerick.	Board of Trade decline placing a light on Scattery Island, and buoy to mark Rinana Shoal, but sanction a buoy to mark Beal Bar. As regards the subject of the bridge tolls, a communication, their Lordships state, will be addressed to the Treasury.	Limerick Harbour Commissioners informed of their Lordships' decision.

BALLINA, SLIGO, AND DERRY.

1. Name of Locality Inspected.	2. Suggestions of Deputation.	3. Date of Report being forwarded to Authority.	4. Authorities' Reply.	5. Date of Board's Letter, inquiring if Authorities have carried out Suggestions of Committee, &c.	6. Authorities' Reply.
Ballina - -	Committee state that the buoys and perches laid down here are of the smallest description; but owing to the circuitous nature of the channel, ingress or egress being quite impracticable by night, the buoys would appear to be quite sufficient for the purpose.	29 March 1864	No reply received.	—	——
Killalla -	Committee recommended Killalla anchorage to be marked by a large buoy, at the expense of Mercantile Marine Fund.	—	——	—	——
Sligo - -	No suggestions. Deputation recommend the placing of a buoy outside the Wheaten Rock.	- -	Harbour Commissioners state that Board of Trade have acceded to the request for a buoy to be placed on Wheaten Rock, and forward a letter from Mr. MacDonogh, conveying sanction of Board of Trade, and trust no unnecessary delay will occur in placing it.	Copy of these communications forwarded to Board of Trade, 12 May 1864.	Board of Trade state in reply, that if the Corporation are prepared to undertake the placing of a buoy on the Wheaten Rock, they should submit it for the approval of the Elder Brethren, and, if successful, their Lordships would be prepared to give it their sanction. (4 June 1864.)
Derry - -	Deputation inspected the Tower at Colkeeragh. The structure is capable of much improvement; the light is holophotal, which could be much improved by the reflectors being silvered. Connyberry Pile Light found in a most discreditable state and condition. Deputation also suggest more adequate remuneration be paid to the light-keepers here; also recommend a pile lighthouse to be substituted for the present light vessel at the Crook.	2 March 1864	No reply - - -	15 August 1864	Harbour Commissioners state that since the Deputation inspected the harbour a new pile lighthouse has been nearly completed at Broomhall, and a number of the other lighthouses, as well as buoys and beacons, are gradually undergoing improvements. Application has also been made for a plan of the pile lighthouse at Cork, with a view of erecting one in Rosse's Bay, as suggested by Deputation.

Name of Locality Inspected.	7. Further Letter to Authority by Corporation.	8. Harbour Authorities' Reply.	9. Board's Reply to Letter from Authority, as given in Column 8.	10. Local Authority's Reply to Board's Letter, given in Column 9.	——
Ballina -	Recommendations of Committee:—The anchorage at Killalla is altogether out of the jurisdiction of the Harbour Commissioners of Ballina, and as it is frequently run for by vessels caught by north-west gales between Tullen Head and The Stags of Broadhaven, the Deputation are of opinion it should be thus inexpensively marked by a buoy.	——	——	——	
Killalla -	- - -	- - -	- - -	- - -	The anchorage of Killalla recommended to the Board of Trade to be marked by a buoy at the expense of the Mercantile Marine Fund.
Sligo - -	N.B.—The subject of marking the Wheaten Rock by the buoy, at the expense of the Mercantile Marine Fund, has been forwarded to the Trinity Board for their sanction.	Sanctioned by Board of Trade.			
Derry - -	Port of Dublin Corporation request the Harbour Commissioners to state whether they have considered and taken any steps to remedy the system complained of as to the class of light-keepers hitherto appointed. (*Vide* Board's letter, 17 October 1864.)	Harbour Commissioners state that, since the visit of the Deputation, the lighthouses, buoys, and beacons have all been put in thorough order, and generally improved. That new lights have been erected at Boomhall and Ennishowen Head, and a floating light in Rosse's Bay; and that there being no application from the light-keepers for increase of wages, the Commissioners would not consider themselves justified in raising the present remuneration.	Harbour Commissioners informed that this Board do not object to the wages, but to the practice of sub-letting, and thus placing persons in charge who are incompetent for such duty, and suggest to the Commissioners that they should insist on the duty being performed by the individuals who are appointed by them.	Harbour Commissioners state that they have already intimated to all the light-keepers employed by them, that in future they will not be allowed to sub-let the keeping of their lights, nor entrust the performance of their duties to incompetent persons. (23 November 1864.)	

BELFAST AND STRANGFORD LOUGH.

1. Name of Locality Inspected.	2. Suggestions of Deputation.	3. Date of Report being forwarded to Authority.	4. Authority's Reply.	5. Board inquire if Deputation's Suggestions have been carried out.	6. Authority's Reply.
Belfast - -	Deputation are of opinion that improvements might be made to give greater brilliancy to the lights; also remark that the light-keepers are insufficiently paid. Harbour Commissioners of Belfast suggest that the light at Copeland be removed to Mew Island.	2 March 1864	No reply received -	15 August 1864	Harbour Commissioners state that Board's letter has been referred to the engineer for report. (*Vide* their letter, 16 August 1864.)
Strangford Lough (Lord De Ros and Captain Nugent).	The perches and beacons put up are well and efficiently maintained. Consider perch erected by Captain Nugent to mark the "Pladdy Lug" insufficient.	29 February 1864.	Captain Nugent is glad that the Deputation were satisfied with his marking. Lord De Ros considers, in reply to Deputation's remarks, that he is the controlling power. (2d and 8th March 1864.)	—	—

Name of Locality Inspected.	7. Board's Reply to Letter, as given in Column 6.	8. Authorities' Reply to Letter from Board, as given in Column 7.	9. Board's Letter, in Reply to Letter, as given in Column 8.	10. Authorities' Reply to Letter, as given in preceding Column.
Belfast - -	This Board request Harbour Commissioners will have the goodness to favour this Board with the Report of the engineer, and state what further steps have been taken in the matter.	Harbour Commissioners state they have directed their engineer to have the suggestions made to him with respect to harbour lights carried out as far as expedient, and that the matter has again been referred to the engineer to report how far the suggestions have been carried out.	This Board state in reply, that as the Harbour Commissioners of Belfast have not thought proper to reply to their letter, the Board will be under the necessity of bringing the matter under the notice of the Board of Trade. (*Vide* Board's letter of 14th November 1864.)	Harbour Commissioners state that the engineer had been long since instructed to have the suggestions made to him by the Deputation carried out, and that he is now directed to furnish a detailed Report of what has been done, which will be forwarded to the Ballast Board. (*Vide* their letter, 16 November 1864.)
Strangford Lough (Lord De Ros and Captain Nugent).	Committee recommend that a beacon be placed on the "Pladdy Lug" at the expense of the Mercantile Marine Fund, the perch erected by Captain Nugent being quite insufficient.	- - - - - - - - -	This recommendation to be laid before the Board.	Board direct Deputation of Inspecting Committee to report.

Name of Locality Inspected.	11. Board's Reply to Letter from Authority, as given in preceding Column.	12. Harbour Authority's Reply to Board's Letter, as given in preceding Column.		
Belfast - -	Harbour Commissioners written to again, stating that the Report of their engineer has not yet been received by the Corporation. (*Vide* Board's letter, 23 November 1864.)	Harbour Commissioners forward Report of their engineer, 24th November. Engineer reports that the Deputation suggested improvements in lamps, which the engineer stated would be carried out on their present supply of glasses being used up, and the pattern ones recommended by this Corporation being obtained from the manufacturer; and adds that the other suggestions (with the exception of wages, with which he had nothing to do) had been fully carried out, namely, the general painting and cleaning of the houses.	—	—
Strangford Lough (Lord De Ros and Captain Nugent).	Deputation in their Report (copy herewith) state that upwards of 700 vessels took refuge in Strangford Lough in 1863, and recommend Captain Nugent to be applied to for part contribution for a more conspicuous beacon.	Inspector of Lights reports (herewith), that it would be more desirable to have more distinguishable beacons than the present one.	Captain Nugent states he has very little inclination to subscribe towards another beacon.	Board approve of Inspecting Committee's Report, recommending that a larger and more conspicuous beacon be placed on the "Pladdy Lug."

CARLINGFORD LOUGH AND DUNDALK.

1 Name of Locality Inspected.	2. Observations by Deputation.	3. Date of Report being forwarded to Authority.	4. Authority's Reply.	5. Date of Inquiry as to whether their Suggestions have been carried out.	6. Authority's further Reply.	7. Recommendation of Committee.
Carlingford Lough. (Lord Clermont.)	Deputation state that the perches are altogether insufficient, being scarcely distinguishable in the finest weather. The buoys, with one exception (the Greenore Point), which is much too small, appear suited for the purposes intended.	2 March 1864	Lord Clermont states in reply, that although he is the proprietor by purchase of small anchorage tolls leviable upon vessels entering the Lough, there is no obligation or condition in the patent which grants the tolls binding the proprietor to provide for the buoying of the Lough, and that the buoys laid down were voluntary contributions on his part (24 March 1864).	1 Sept. 1864 -	Lord Clermont states, that having already expended upon the buoys a considerable sum of money, and that as he is not in any way bound to keep up the buoys, he must decline the expense and responsibility attending their maintenance for the future, and that he is perfectly ready at any moment to hand them over to the Ballast Board, the patent under which he is entitled to the anchorage tolls making no mention whatever of the buoys to be maintained by the receiver of the tolls (8 Sept. 1864).	Committee recommend that the instructions of the Board of Trade be obtained in the matter.
Dundalk -	Deputation state, that officers of the Harbour Commissioner assured them that the perches were quite suited for the requirements of the place. Deputation suggested some alterations in the lamps, which would much increase their brilliancy.	30 March 1864	No reply - - -	15 Aug. 1864 -	Harbour Commissioners state, that they have commenced a series of improvements from the Bar to the Quays for the purpose of deepening the Bar and straightening the river, and as these improvements will most probably make changes in the beacons and lights, they have deferred carrying out the suggestions of the Deputation until these works have made further progress. (*Vide* their letter of the 14th Sept. 1864.)	Committee suggest, that the Deputation take an opportunity of inspecting these alterations in the lighting, and marking that estuary.

DROGHEDA.

1. Name of Locality.	2. Observations of Deputation.	3. Date of Report being forwarded to Authorities.	4. Authority's Reply.	5. Date of Inquiry, if they have carried out the Suggestions of the Deputation.	6. Authority's Reply.	7. Remarks of Inspecting Committee.
Drogheda -	No suggestions made by Deputation. Harbour Commissioners have it in contemplation to place a light at a place now marked by a buoy, called the Bar Buoy.	30 March 1864	No reply - - -	15 August 1864	Commissioners do not interfere with the business suggested.	[The statement as to proposed light at the Bar was made to the Deputation by the harbour-master; and as it is entirely a local matter, the Committee would not recommend any further step to be taken about it.]

LIGHTHOUSES, &c.

(LOCAL INSPECTION.)

COPIES of Reports to the Board of Trade by the Commissioners of Northern Lighthouses, the Trinity House of Deptford Strond, and the Port of Dublin Corporation, of their Inspection of Local Lighthouses, Buoys, and Beacons.

(*Presented pursuant to Act* 25 *&* 26 *Vict. c.* 63, *s.* 43.)

Ordered, by The House of Commons, *to be Printed,*
13 *June* 1865.

360.

Under 3 *oz.*

LIGHTHOUSES (ISLE OF MAN).

RETURN to an Order of the Honourable The House of Commons, dated 23 March 1865;—*for*,

COPY "of all CORRESPONDENCE with and MEMORIALS to the Board of Trade, the Corporation of the Trinity House, and the Commissioners of Northern Lighthouses, on the subject of placing a LIGHT at *Langness*, in the *Isle of Man* (in continuation of Parliamentary Paper, No. 78, of Session 1864)."

Board of Trade,
27 March 1865.

— No. 1. —

Lieutenant Governor of the Isle of Man to the Secretary, Board of Trade.

Sir, Government House, Isle of Man, 18 July 1864.

I HAVE the honour to transmit a letter from the Commissioners of Harbours on the subject of the erection of a lighthouse on Langness Point, in this island.

I have, &c.
(signed) *Henry B. Loch.*

The Secretary of the Board of Trade.

To the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade.

WE, the undersigned Commissioners of Her Majesty's Harbours in the Isle of Man, beg to bring under the consideration of your Lordships the subject of the placing a lighthouse on the Point of Langness, in this isle.

We understand that this subject has been already brought before you by the representations of a coroner's jury on the occasion of loss of life at the wreck of the schooner "Duchess of Lancaster," on the point, in 1863, by the inhabitants of Castletown, and also by persons connected with the mercantile marine at Whitehaven, Maryport, and Workington; and that the matter having been referred to the Northern Lighthouse Commissioners and to the Elder Brethren of the Trinity House, the Northern Commissioners reported in favour of the erection of the lighthouse, whilst the Elder Brethren reported against it, but suggested various improvements in the lights at Castletown and Port St. Mary, and the removal of the beacon on Langness from its present position to the extreme of the point; and that your Lordships have concurred in the opinion of the Elder Brethren to the effect that it is not necessary for the passing trade to have a light on Langness Point.

This matter has been pressed on us, and we cannot but think that it is one which deserves further consideration.

The limited funds placed, under Acts of Parliament, at our disposal are very insufficient to enable us to make even the alterations at Castletown and Port St. Mary suggested by the Elder Brethren; and we have no power to raise money beyond our annual income for such a purpose. Such income is barely necessary for the maintenance of the harbours, exclusive of lights; but we respectfully submit that such alterations would not, if made, have the beneficial effects as to Langness expected; and we doubt very much whether all these alterations are really practicable.

But a light at Langness is required, not merely or perhaps chiefly, for the insular shipping, but for a very extensive passing trade between Lancashire,

Cumberland, Scotland, Ireland, and America, and for the herring fishery fleet, which comprises a large number of boats from England, Scotland, and Ireland.

The masters of steamships and other vessels represent that the lights at the Calf of Man, by reason of their elevated position, are frequently in foggy weather entirely obscured, and that therefore, when such is the case, they are as to Langness Point useless.

The loss of life and property owing to wrecks on and in the neighbourhood of Langness, in human probability caused by the want of a light there, has been very great, and we do not believe that the representations already made, that within the last 40 years there have been of such wrecks at least 70, involving a loss of at least 100 lives, and of property to the extent of at least 200,000 *l.*, are in the least exaggerated.

We trust that your Lordships may reconsider the subject of the proposed light, and, if necessary, institute further inquiries as to its necessity.

(signed) *Richard Quirk*, Receiver General.
Richard J. D'Ouseley, Collector of Customs.
R. T. Quayle, Merchant Commissioner, Castletown.
R. T. Weaver, Customs.
J. Gell, Deputy Water Bailiff of Derbyhaven.
Robert J. Moore, Deputy Water Bailiff of Peel.
William Callister, Deputy Water Bailiff of Ramsey.
J. O. F. Moore, Merchant Commissioner for Douglas.

Douglas, Isle of Man, 12 July 1864.

— No. 2. —

(L. 456.)

The Secretary, Marine Department, Board of Trade, to the Lieutenant Governor of the Isle of Man.

Board of Trade, Whitehall,
10 August 1864.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 18th ultimo, transmitting a memorial from the Commissioners of Harbours, Isle of Man, relative to the erection of a lighthouse, and in reply to acquaint you, for the information of the Commissioners, that the Board of Trade does not see any reason to alter the decision to which they have come, in concurrence with the Elder Brethren of the Trinity House, that a light is not required at Langness Point for the passing trade.

I am, &c.
(signed) *T. H. Farrer.*

The Lieutenant Governor,
Isle of Man.

— No. 3. —

Mr. *Gell*, High Bailiff of Castletown, to the Secretary, Marine Department, Board of Trade.

Castletown, Isle of Man, 25 July 1864.

Sir,

I HAVE the honour to transmit a memorial from a committee of the inhabitants of this town on the subject of the erection of a lighthouse at Langness Point, and on their behalf I beg to request their Lordships' favourable consideration of it.

I have, &c.
(signed) *J. Gell*,
High Bailiff.

The Secretary,
Marine Department, Board of Trade.

To the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade.

We, the undersigned, being a Committee of the inhabitants of Castletown, in the Isle of Man, appointed for the purpose of promoting the erection of a lighthouse at Langness Point, in the said Isle, at a public meeting held on the 8th day of April 1863, beg to bring again under the consideration of your Lordships the subject of such proposed lighthouse.

We beg to refer to the memorial of the high bailiff and inhabitants of Castletown, transmitted to your Lordships by the high bailiff on the 14th April 1863, and to reiterate the facts contained in such memorial as to the great number of wrecks and immense loss of life and property in and near Langness, occasioned in human probability by the want of a light at Langness, such facts being under rather than overstated.

Since the transmission of such memorial your Lordships have had before you the recommendation of the Commissioners of Northern Lighthouses, backed by the opinion of their engineer, after inspection of the place, in favour of the light; and also the opinion of the Elder Brethren of the Trinity House, after a visit to the locality by a committee, against the proposed light.

From the correspondence between the Elder Brethren and the Commissioners of Northern Lighthouses, as published in Parliamentary Papers (No. 241 of Sess. 1863, and Nos. 78 and 78–I. of Sess. 1864), it appears that although the Elder Brethren were against the erection of a lighthouse at the public expense, the light not being necessary for the passing trade, they admit the necessity of some measures being adopted to guard vessels against the danger of Langness; and they virtually recommend improvements in the harbour lights at Castletown and Port St. Mary, the erection of a second lighthouse at the latter place, and the removal of the beacon on Langness from its present position to the extreme of the point.

We beg humbly to suggest that the proposed improvement at Castletown would be almost entirely useless, unless the lighthouse be raised so as to exhibit the light overland at Langness from 70 to 80 feet in height, a work which is virtually impracticable, and that the proposed improvements at Port St. Mary would not alone serve the purpose contemplated as to Langness. Besides, the expense attending such improvements would be very considerable, and, there being no local funds available for the purpose, they could not be undertaken except by the Commissioners of Northern Lighthouses, who have power, with the concurrence of your Lordships, to levy tolls on passing vessels, and thus provide for the expense to be incurred; and if such Commissioners assume the charge of three lighthouses (the two at present at Castletown and Port St. Mary and the proposed new one at the latter place), we apprehend that three separate tolls would be levied.

The Elder Brethren state that, "having regard to the proximity of the light at Castletown to Langness Point," they "consider that point forms in reality a part of the entrance to the harbour, and that the cost of improving the light and rendering it efficient for the guidance of vessels, not only entering the harbour, but also passing the point, should be defrayed by the authorities charged with its maintenance rather than that a new light should be erected at the point, and the expense borne by the passing trade."

We presume that the Elder Brethren made this statement in ignorance of the real circumstances of the case. The harbour lights (which are of a comparatively inexpensive description) are supported out of a sum of 2,300*l.*, appropriated yearly under Act of Parliament from the Insular Customs Revenue for the maintenance and improvement of the harbours, and such sum is found to be barely sufficient for the ordinary expenses of the management and repairs of the harbours. The funds, if legally applicable for the purpose, would not bear the expenses of the suggested improvements at Castletown (even if such improvements were practicable, and would be useful); but such improvements are recommended by the Elder Brethren in connection with improvements in the existing light at Port St. Mary, including the erection of a new lighthouse, works which are entirely beyond the resources of the Insular Harbour funds.

With respect to the passing trade, we have reason to think that, instead of a new lighthouse being considered a burden, such trade would gladly bear the

expense by the payment of tolls. A light at Langness is really required more for the passing than for the local trade. The present harbour light at Castletown is sufficient for the local trade. Strong representations as to the necessity for a light at Langness have frequently been made by persons interested in such passing trade.

We trust that your Lordships may reconsider the question as to the light at Langness, and that your Lordships' sanction may be given for the erection of a lighthouse there.

(signed) *J. Gell*, High Bailiff of Castletown.
J. M. Elliott, Member of the House of Keys.
J. Inglehurst, Merchant and Shipowner.
R. T. Quayle, Commissioner of Harbours, Shipowner.
H. C. Gill, Hon. Secretary Royal National Lifeboat Institution.
J. Taggart, Merchant.
Thomas Boyd, Shipowner.
J. M. Gwerken, Honorary Agent, Shipwrecked Fishermen and Mariners' Royal Benevolent Society.
John Clarke, Shipowner.

Castletown, 25 July 1864.

— No. 4. —

(L. 473.)

The Secretary, Marine Department, Board of Trade, to Mr. *Gell*, High Bailiff of Castletown.

Board of Trade, Whitehall,
10 August 1864.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 25th instant, transmitting memorial from a committee of the inhabitants of Castletown, relative to the erection of a lighthouse at Langness Point, and in reply to acquaint you, for the information of the memorialists, that the Board of Trade does not see any reason to alter the decision to which they have come, in concurrence with the Elder Brethren of the Trinity House, that a light is not required for the passing trade at Langness Point.

I am, &c.
(signed) *T. H. Farrer.*

J. Gell, Esq., High Bailiff,
Castletown, Isle of Man.

— No. 5. —

MEMORIAL from Steamboat Proprietors and Masters of Steam Packets trading between Sligo and Liverpool.

To the Right Honourable the Lords Committee of Her Majesty's Privy Council for Trade.

THE undersigned, being steamboat proprietors and masters of steam-packets trading between Sligo and Liverpool, would respectfully urge on your Lordships the great importance of a lighthouse at Langness Point, Isle of Man, the necessity of which has been already brought under your consideration in a memorial from the High Bailiff and inhabitants of Castletown, 8 April 1863.

(signed) *Middleton & Pollexfen*, Shipowners, &c., Sligo.
James Harper, Steam-packet Proprietor, and Agent for Steamers "Shamrock," "Rose," "Garland," and "Laurel."
Thomas Chenoweth, Master, Steamship "Laurel."
James Stewart, Steamer "Shamrock."

Sligo, 12 August 1864.

— No. 6. —

(L. 518.)

The Secretary, Marine Department, Board of Trade, to Messrs. *Middleton & Pollexfen.*

Board of Trade, Whitehall,
24 August 1864.

Gentlemen,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your memorial of 12th instant, and in reply to state for your information as well as that of the other memorialists, that after full consideration of the subject, it has been decided that a light is not required for the passing trade at Langness Point.

I am, &c.
(signed) *T. H. Farrer.*

Messrs. Middleton & Pollexfen,
Sligo.

— No. 7. —

The Commissioners of Northern Lighthouses to the Secretary, Marine Department, Board of Trade.

Northern Lighthouse Office, Edinburgh,
8 September 1864.

Sir,

REFERRING to the recent correspondence between my Lords and the Commissioners of Northern Lighthouses regarding a light on Langness, I am directed to transmit herewith a copy of the report of a wreck which has recently occurred in that locality.

I am, &c.
(signed) *Alex. Cunningham,*
Secretary.

The Secretary, Marine Department,
Board of Trade.

(Enclosure.)

DESCRIPTION of WRECK occurring within the District of DOUGLAS-HEAD LIGHTHOUSE, communicated to the Secretary, Lighthouse Office, Edinburgh, in so far as the Circumstances can be ascertained.

Name of Vessel.	Tonnage.	Rig.	Name of Commander.	Belonging to what Port.	Whence from.	Whither Bound.	Nature of Cargo.	Value of Vessel.	Value of Cargo.	Date of Wreck.	Hour, a.m. or p.m.	Place where Wrecked.
Arabica -	998	Ship	Charles Kelly.	Liverpool	Liverpool	Quebec -	Ballast	£. 7,000	No cargo	31 Aug.	1.30 a.m.	Scarlet Rock.

Distance from Lighthouse in Miles.	Light seen or not seen.	Light recognised or not.	Number of Persons Saved.	Number of Persons Lost.	Cargo saved or lost.	Direction of Wind, and State of Weather when Wreck occurred.	Barometer at 9 a.m.	Barometer at 9 p.m.	Thermometer at 9 a.m.	Thermometer at 9 p.m.	Cause or alleged Cause of the Wreck, or any important Circumstance attending it.
10 ½	Not seen	Not recognised.	All saved; 24.	None -	No cargo	S. W., strong breeze.	–	–	–	–	Thick hazy weather, with drizzling rain; did not see Douglas-head Light, nor the Calf of Man Lights.

Written by me. (signed) *George Boreham.*

(signed) *John W. Hall,* Principal Light Keeper.
George Boreham, Assistant Light Keeper.

FURTHER PARTICULARS by the Principal Light Keeper.

Sir, Douglas-head Lighthouse, 6 September 1864.

I BEG most respectfully to inform you of the loss of the ship "Arabica," of Liverpool, Charles Kelly, master. The ill-fated vessel left Liverpool on the morning of the 30th ultimo, bound for Quebec in ballast. The same evening experienced thick hazy weather, with drizzling rain. The ship was reaching to the westward, as the master thought that he was to windward of the Calf of Man, as he had not seen Douglas-head Light nor the Calf Lights. The ship on that tack fetched in between Port St. Mary and Castletown. He saw the pierhead light of Port St. Mary. He did not know rightly where he was. He tried to stay the ship, and she missed stays. He wore her round, and the ship's head was in an easterly direction, and she struck on the inner part of Scarlet Rocks at the top of high-water. The bottom went out of her that day. On the 31st the wind increased, and came more from the southward, and she broke all up to pieces. The first day that the ship went on shore they saved all the sails and rigging but part of the spars is dashed on the rocks with the wrecked timber. The master cannot tell if the ship was insured or not. He told me that if there had been a light on Langness he would have seen it. The bearings of Scarlet Rocks, from Langness, by compass, is N.N.W two and a-half miles.

I am, &c.
(signed) *John W. Hall.*

To the Secretary,
Northern Lighthouse Office, Edinburgh.

— No. 8. —

(L. 581.)

The Secretary, Marine Department, Board of Trade, to the Secretary to the Commissioners of Northern Lighthouses.

Board of Trade, Whitehall,
Sir, 12 September 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 8th instant, transmitting report from the light-keeper at Douglas Head, of the wreck of the "Arabica," and in reply, to state that the Board of Trade had already received information of that wreck, which was caused by the vessel standing in shore, without sounding, when the weather was too thick to see the lights on either side. The same thing has often occurred on other parts of the coast, and if the fact, that a vessel is wrecked under such circumstances, were allowed to be a reason for putting an additional light at the spot of the wreck, there is hardly any spot on the coast where it would not be necessary to put additional lights.

I am, &c.
(signed) *T. H. Farrer.*

Secretary,
Commissioners of Northern Lighthouses.

— No. 9. —

The Secretary to the Belfast Steamship Company to the Secretary, Marine Department, Board of Trade.

Belfast Steamship Company.

Secretary's Office, 16 Victoria Chambers,
Sir, Belfast, 14 October 1864.

I HAVE the honour to enclose Memorial from the Directors of this Company, addressed to the Right Honourable the Lords of Her Majesty's Privy Council for Trade, &c., which Memorial you will please have the kindness to have presented in due course.

I am, &c.
(signed) *H. M. Shrrath,*
Secretary.

The Secretary, Marine Department,
Board of Trade, London.

To the Right Honourable the Lords Committee of Her Majesty's Privy Council for Trade, &c. &c. &c.

The humble Memorial of the Directors of the Belfast Steam Ship Company,

Showeth,

That the said Company are the proprietors of large and valuable steamers, constantly running between Liverpool and this port of Belfast.

That your memorialists would respectfully but earnestly urge upon your Lordships' attention to the necessity which exists for a lighthouse on Langness Point, on the southern coast of the Isle of Man.

That this point extends from the mainland to a distance of about two miles, the tides in its immediate vicinity running with great strength and rapidity.

That the point lies low, and in thick weather it is very difficult to discern it; it is surrounded by rugged cliffs and sunken rocks.

That your memorialists have learned that in consequence of memorials from other ports, the proposal for a light on this point has already been brought under the consideration of your Lordships and of the Trinity House; indeed your memorialists have learned, not without surprise and regret, that the Elder Brethren recently paid a visit to this point, and have since refused to recommend the erection of a lighthouse thereon.

It appears, however, that they are satisfied that some protection from the dangers of this point is expedient.

That your memorialists, while they entertain very high respect for the ability and experience of the gentlemen connected with the Trinity House, are unwilling to believe that a visit to Langness on a clear night can afford an adequate notion of its numerous dangers. The Calf Lights are situated at a distance of about nine miles from the point. Their elevation is very considerable; and during foggy nights they are invisible from Langness, and therefore, as warnings against its dangers, utterly useless.

That your memorialists submit that if there were no other proof of the necessity for a lighthouse on the point, the fact that since the year 1821 no fewer than 70 wrecks, as your memorialists have been informed, have occurred on and close to Langness, is sufficient. Last year a schooner was wrecked there, and seven of her crew were drowned, a catastrophe which would not have happened had there been a light there. Within the last month a large ship, the "Arabia," ran asore at Poolraish, distant from the point only about two miles. Though the crew were providentially saved, the vessel went to pieces the day after she struck. The captain declared that he could not see the Calf Lights, which are seven miles from the spot where the vessel was lost. The reason he assigned for not having seen them was the haziness of the night; and he expressed his belief that if there had been a light upon Langness the vessel would have been saved.

That it is the conviction of your memorialists that the numerous wrecks which occur on the point in question render it imperatively necessary that a lighthouse should be at once erected upon Langness. The necessity for the steamers belonging to the said Company constantly to pass one of the most dangerous and treacherous points within the British Isles will, they trust, be a sufficient excuse for their praying that your Lordships may give your sanction to the erection of a lighthouse there.

And your memorialists will ever pray, &c.

(signed) *William Valentine*,
Chairman.

Belfast, 14 October 1864.

— No. 10. —

(L. 659.)

The Secretary, Marine Department, Board of Trade, to the Secretary to the Belfast Steam Ship Company.

Board of Trade, Whitehall,
21 October 1864.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 14th instant, enclosing a Memorial from the directors of the Belfast Steam Ship Company, relative to a lighthouse on Langness Point. In reply, I am to acquaint you, for the information of the directors, that the question raised by them has been fully considered by the Trinity House, and that the Board of Trade have concurred with that corporation in thinking that a light is not required at Langness Point for the passing trade. The fact that a ship has run on shore in thick weather between two existing lights, through neglect of common precautions, cannot in the opinion of this Board be considered a valid reason for incurring the expense of erecting a new lighthouse and imposing upon trade the tax which would be necessary for its support.

I am, &c.
(signed) *T. H. Farrer.*

Secretary,
Belfast Steam Ship Company.

LIGHTHOUSES (ISLE OF MAN).

COPY of all CORRESPONDENCE with and MEMORIALS to the Board of Trade, the Corporation of the Trinity House, and the Commissioners of Northern Lighthouses, on the subject of placing a LIGHT at *Langness*, in the *Isle of Man* (in continuation of Parliamentary Paper, No. 78–I. of Session 1864).

(Mr. Joseph Ewart.)

Ordered, by The House of Commons, *to be Printed,*
28 *March* 1865.

165.

Under 1 *oz.*

COPY of an ORDER in COUNCIL of the 9th March 1865, approving a BYE-LAW of the NEWPORT PILOTAGE COMMISSIONERS.

Council Office,
14 March 1865.

EDMUND HARRISON.

(L. S.)

AT the Court at Windsor, the 9th day of March, 1865.

PRESENT:—The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by the three hundred and thirty-third section of "The Merchant Shipping Act, 1854," it is enacted that, subject to the provisions contained in the fifth part of that Act, it shall be lawful for every pilotage authority, by bye-law, made with the consent of Her Majesty in Council, from time to time to do within its districts all or any of the things specified in that behalf in the said section:

And whereas the Pilotage Board of the port of Newport, being the pilotage authority for the port of Newport, within the meaning of the said recited Act, made and submitted for the consent of Her Majesty certain bye-laws, which were approved by Order in Council, dated the twenty-sixth day of April, one thousand eight hundred and sixty-two:

And whereas one of such bye-laws was the following, viz.:—

"No. 7. No person shall be eligible, or shall be appointed to act as a pilot, unless he shall have served a regular apprenticeship to a pilot of the district for five years, and been at least two years in the coasting or over-sea trade, or shall have been engaged in the coasting trade in the waters of the district for not less than five years, and no person shall be eligible if less than twenty-five years, or more than forty-five years of age."

And whereas the said Pilotage Board have made and submitted for the consent of Her Majesty a new bye-law (which is set forth in the Schedule hereunto annexed), in lieu of the said bye-law above recited:

And whereas it has been made to appear to Her Majesty that the said new bye-law is reasonable and proper:

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to approve of, and signify her consent to, the substitution of the said new bye-law of the said Pilotage Board, in lieu of the said recited bye-law.

(signed) *Arthur Helps.*

SCHEDULE.

Bye-Law above referred to.

7. No person shall be eligible or shall be appointed to act as a pilot unless he shall have served a regular apprenticeship to a pilot of the district of five years, and been at least two years in the coasting or over-sea trade, or shall have been engaged in the coasting trade in the waters of the district for not less than five years, and no person shall be eligible if less than twenty-three years, and more than forty-five years of age.

PILOTAGE.

COPY of an ORDER in COUNCIL of 9th March 1865, approving a BYE-LAW of the NEWPORT PILOTAGE COMMISSIONERS.

(*Presented pursuant to Act* 17 & 18 *Vict. c.* 104, *s.* 335.)

Ordered, by The House of Commons, *to be Printed,*
14 *March* 1865.

PILOTAGE.

A RETURN,

(For the Year ending 31 December 1864:)

— 1. —

"Of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE for the Time being in force, issued by the respective Pilotage Authorities in the United Kingdom:"

— 2. —

"Of the NAMES and AGES of the PILOTS or APPRENTICES licensed or authorised to act by the respective Pilotage Authorities, and of all PILOTS or APPRENTICES acting either mediately or immediately under such Authorities, whether so licensed or authorised or not:"

— 3. —

"Of the Service for which each PILOT or APPRENTICE is licensed:"

— 4. —

"Of the RATES of PILOTAGE for the Time being in force at the Ports under the Jurisdiction of the respective Pilotage Authorities, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage:"

— 5. —

"Of the TOTAL AMOUNT received for PILOTAGE at the respective Ports aforesaid; distinguishing the several Amounts received from British Ships and from Foreign Ships respectively, and the several Amounts received in respect of different Classes of Ships paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots; and also the Amount paid by such Ships (if any) as have, before reaching the Outer Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities; together with the Numbers of the Ships of each of the several Classes paying such several Amounts as aforesaid:"

— 6. —

"Of the RECEIPT and EXPENDITURE of all MONIES (if any) received by or on behalf of the respective Pilotage Authorities aforesaid, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage."

In continuation of Parliamentary Paper, No. 416 *of* 1864.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, *to be Printed,*
2 *May* 1865.

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ABSTRACT

OF THE

RETURNS RELATING TO PILOTS AND PILOTAGE,

WITH RESPECT TO SUCH

PORTS AND PLACES AS ARE UNDER THE PILOTAGE JURISDICTION

OF

THE CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND,

In pursuance of the Merchant Shipping Act, 1854.

For the Year ending 31 December 1864.

ENGLAND AND WALES.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

LIST of the Acts or Authorities by which PILOTAGE JURISDICTION is exercised by the CORPORATION of TRINITY HOUSE of DEPTFORD STROND.

See p. 1 of Parl. Paper, No. 416 of 1864.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

AN ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf

(Prepared in pursuance of sect. 337

RECEIPT.

	£. s. d.	£. s. d.
Dividends:		
One year's dividend on 90,593 *l.* 12 *s.* 10 *d.* capital, New 3 per Cent. Annuities -	- - -	2,717 16 2
Dues and Rates:		
Amount received on annual renewal of licenses to pilots in districts not under the superintendence of Sub-Commissioners - - - - - - - - -	945 3 –	
Poundage on pilots' earnings collected at London and the Outports - - -	3,097 5 11	
Dues on turns of pilotage paid by pilots at the Cinque Ports - - - - -	1,152 5 –	
		5,194 13 11
Annual payments in lieu of death-money by the pilots at the Cinque Ports licensed prior to 1st October 1853 - - - - - - - - - - - - - - -	- - -	604 10 –
Miscellaneous:		
Amount of balances proceeding from the receipt and payment of pilotage of foreign vessels in the Port of London - - - - - - - - - - - -	124 13 4	
Balance of fees received on the issue and renewal of pilotage certificates, and on grant of new licenses and extended qualifications for the Port of London and Channels leading thereto, and at the Outports, after deducting charges - -	432 11 8	
Fines and penalties - - - - - - - - - - - - - -	—	
Balance of fees on choice letters - - - - - - - - - - -	74 10 –	
Discount on stamps - - - - - - - - - - - - - - -	1 4 –	
		632 19 –
TOTAL RECEIPT for the Year - - - £.		9,149 19 1
Surplus brought from last Account - - -		278 3 5
TOTAL - - - £.		9,428 2 6

Trinity House, London, E.C.,
5 July 1865.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

of the *Trinity House*, in respect of PILOTS or PILOTAGE, in the Year ending 31st December 1864.
of the Act 17 & 18 Vict. c. 104.)

EXPENDITURE.

	£. s. d.	£. s. d.
Expenses of carrying the Act into execution:		
Salaries and allowances to officers in London and at the Cinque Ports	1,742 – –	
Stationery, stamps, printing, and incidental expenses	286 4 2	
Law charges	50 9 8	
		2,078 13 10
Pensions and Allowances:		
To superannuated pilots, their wives, widows, and children, and occasional relief to ditto during the year, at London and the Outports (except the Cinque Ports)	4,178 7 11	
To ditto at the Cinque Ports, including superannuation allowance to Mr. James Wood, formerly clerk in the pilotage station at Dover	1,815 11 6	
		5,993 19 5
Almshouse Establishment:		
Pensions and allowances to superannuated pilots, their wives or widows, inhabiting thirteen almshouses at Mile End	418 1 1	
Cost of repair and maintenance of said houses	90 1 11	
		508 3 –
Pilot Stations:		
Cost of repair and maintenance of those at Deal, Dover, and the Isle of Thanet		166 19 6
Payments to appointees of Cinque Port pilots on their decease		429 – –
TOTAL EXPENDITURE for the Year £.		9,176 15 9
Surplus carried to next Account		251 6 9
TOTAL £.		9,428 2 6

P. H. Berthon, Secretary.
John Inglis, Accountant.

LONDON DISTRICT.

NAMES and AGES of PILOTS licensed for the *London* District.

See the List printed at pp. 4, 5, 6 and 7 of Parl. Paper, No. 416 of 1864. Subject to the few alterations hereinafter specified, that List is applicable to the present Return. The alterations are confined to the following Limits, viz. :—

For the Limits specified at p. 4, *viz.* :—"From London Bridge down the River Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour, and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge; also from Orfordness across the North Sea, and up the Baltic and Gulf of Finland to Cronstadt."

Omit—

Reed, Henry - - - - aged 47

For the Limits specified at p. 4, *viz.* :—"From London Bridge down the River Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour, and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge."

Omit—

Aston, Edward Onslow - - aged 50

For the Limits specified at p. 4, *viz.* :—"From London Bridge down the River Thames and South Channel into the Downs; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into Ramsgate Harbour."

Omit—

Bradley, William - - - aged 42

For the Limits specified at p. 5, *viz.* :—"From Gravesend down the River Thames and South Channels to Dungeness, and *vice versâ*; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into Ramsgate Harbour."

Add the name of—

Forss, H. - - - - aged 27

For the Limits specified at p. 5, *viz.* :—"From Gravesend down the River Thames and the North Channel to Orfordness, and in and out of Harwich Harbour."

Omit—

Hamilton, J. T. - - - aged 38

and add the following:—

Fisher, A. R. - - - - aged 31

Stanley, Thomas - - - - 33

Wyatt, J. - - - - - 31

For the Limits specified at p. 5, *viz.* :—"From London Bridge down the River Thames to Gravesend, and back to London Bridge."

Omit the following:—

Chapman, W. H. - - - aged 34

Lawson, James - - - - 50

For the Limits specified at p. 6, *viz.* :—"From London Bridge down the River Thames to Gravesend, and back to London Bridge. (Licensed for Home Trade Passenger Ships only.)"

Omit—

Wall, Francis - - - - aged 68

and add—

Raine, R. C. - - - - aged

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

For the Limits specified at p. 6, *viz.*:—"From Dungeness up the River Thames to Gravesend, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours."

Omit the names of—

Anderson, W. R.	aged 38
Birch, Thomas	59
Canney, T. T.	46
Clark, Werter	72
Moulton, M.	55
Palmer, G.	52

and add—

Arnold, E. J.	aged 28

For the Limits specified at p. 7, *viz.*:—"From Sizewell Bank up the North Channel and the River Thames to Gravesend, and in and out of Harwich Harbour."

Add the following:—

Boyce, J. C.	aged 21
Thompson, B.	30

For the Limits specified at p. 7, *viz.*:—"From Lowestoft or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to Gravesend, and in and out of Harwich Harbour."

Omit the following:—

Cable, William	aged 54
M'Cowan, R. W.	45
Canham, James	47
Dale, William	44

For the Limits specified at p. 7, *viz.*:—"From Smith's Knowl or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to London Bridge, and into and out of Harwich Harbour."

Omit—

Lowsey, John	aged 66

For the Limits specified at p. 7, *viz.*:—"From Smith's Knowl or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to Gravesend, and into and out of Harwich Harbour."

Add the following:—

Bokenham, John, jun.	aged 35
Cable, W.	54
Dale, W.	44

RATES of PILOTAGE for the *London* District.

The Rates remain the same as printed at p. 5 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

TOTAL AMOUNT received for PILOTAGE of VESSELS

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.							
	COASTERS.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		
From Sea, Downs, and Orfordness to Sheerness	–	–	3	60 – –	1	5	13	6
From Sea, Orfordness, and Downs, and Hoseley Bay to Gravesend and Chatham.	3	16 17 6	7	43 5 6	190	1,280	13	11
From Nore to Gravesend	–	–	–	–	–	–		
From Gravesend Reach to Long Reach	–	–	–	–	1	–	13	–
From Gravesend Reach to Erith	–	–	–	–	2	1	17	6
From Gravesend Reach to Blackwall and Woolwich.	–	–	8	16 4 –	40	101	19	–
From Gravesend Reach to Moorings, London Docks, City Canal, St. Katherine's Docks, &c.	–	–	838	1,501 16 9	111	285	6	6
From Long Reach to Blackwall	–	–	–	–	–	–		
From Long Reach to London Docks and City Canal.	–	–	–	–	–	–		
From Lemon or Dudgeon Parallel to Gravesend	–	–	–	–	–	–		
From Lowestoft to Sheerness	–	–	–	–	–	–		
From Lowestoft to Nore	–	–	–	–	–	–		
From Smith's Knowl, Yarmouth, and Lowestoft to Gravesend.	–	–	–	–	12	121	19	6
From Southwold to Nore	–	–	–	–	–	–		
From Southwold to Gravesend	–	–	–	–	6	72	10	6
From Dungeness to Sheerness	–	–	–	–	–	–		
From Dover to Sheerness	–	–	–	–	–	–		
From off Dungeness to Gravesend Reach	4	40 3 –	6	55 – 1	337	3,284	18	4
From off Dover and Folkestone to Gravesend Reach.	1	6 18 –	1	7 17 6	103	866	12	10
From Sea to Dover Harbour	1	2 19 6	–	–	–	–		
From Downs to Ramsgate Harbour	–	–	2	7 12 6	–	–		
From Orfordness to Eastness	–	–	–	–	–	–		
Lay Days, Docking, Shifting Berth, &c.	3	3 13 6	2	2 17 –	67	115	16	6
Distance Money	–	–	–	–	–	–		
Shipping Money for putting Pilots on Board:								
British Coasters – 22 – £. 41 14 –								
British Oversea – 2,698 – 4,870 3 –								
Foreign Vessels – 2,478 – 3,929 2 –	–	–	–	–	–	–		
5,198 £. 8,840 19 –								
TOTAL	–	70 11 6	–	1,694 13 4	–	6,138	1	1

VESSELS CHANGING AT GRAVESEND

	Number of Vessels.
Amount paid by Vessels which have to take or pay for two or more Pilots	5,074
	5,403

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

Into and Out of the Port of *London*, in 1864.

(1.)—INWARDS.

BRITISH VESSELS. OVERSEA. Towed by Steam. No.	BRITISH VESSELS. OVERSEA. Towed by Steam. Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	FOREIGN VESSELS. Not Towed by Steam. Amount.	FOREIGN VESSELS. Towed by Steam. No.	FOREIGN VESSELS. Towed by Steam. Amount.	TOTALS. No.	TOTALS. Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
2	12 3 3	1	5 1 6	–	– – –	7	82 18 3
297	2,260 7 3	606	5,136 10 –	305	2,090 12 7	1,408	10,828 6 9
– –	– – –	1	1 11 –	–	– – –	1	1 11 –
2	6 9 –	2	5 14 –	5	11 15 6	10	24 11 6
– –	– – –	5	12 14 9	–	– – –	7	14 12 3
1,104	3,428 7 –	216	551 3 3	277	832 9 10	1,645	4,930 3 1
2,138	5,483 12 1	859	2,933 15 –	1,565	4,807 8 9	5,511	15,011 19 1
– –	– – –	–	– – –	1	7 10 –	1	7 10 –
– –	– – –	–	– – –	2	6 8 3	2	6 8 3
– –	– – –	3	45 9 6	2	30 15 –	5	76 4 6
– –	– – –	3	29 6 –	–	– – –	3	29 6 –
– –	– – –	1	6 6 6	–	– – –	1	6 6 6
8	50 18 4	451	5,494 8 4	82	922 5 6	553	6,589 11 8
– –	– – –	1	10 16 6	–	– – –	1	10 16 6
9	63 – 7	315	3,471 15 3	60	536 12 8	390	4,143 19 –
– –	– – –	1	9 14 –	–	– – –	1	9 14 –
1	14 16 6	1	6 10 6	–	– – –	2	21 7 –
1,586	17,216 10 6	170	1,671 3 1	456	5,249 19 3	2,559	27,517 14 3
210	2,094 16 11	52	434 16 3	95	951 3 2	462	4,362 4 8
– –	– – –	3	9 13 –	–	– – –	4	12 12 6
– –	– – –	–	– – –	–	– – –	2	7 12 6
– –	– – –	1	3 6 –	–	– – –	1	3 6 –
3	8 18 6	48	83 15 3	3	6 2 6	126	221 3 3
1	19 – –	–	– – –	–	– – –	1	19 – –
							73,938 18 6
– –	– – –	–	– – –	–	– – –	–	8,840 19 –
– –	30,658 19 11	–	19,923 9 8	–	15,453 3 –	–	82,779 17 6

Vessels Changing at Gravesend.

AMOUNT. For Pilotage below Gravesend.	AMOUNT. For Pilotage above Gravesend.	AMOUNT. TOTAL.
£. s. d.	£. s. d.	£. s. d.
51,469 19 11	– – – –	—
– – – –	12,823 5 10	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

(2.)—OUTWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.					
	COASTERS.				OVERSEA.	
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Gravesend to Sea, Orfordness, and Downs	13	95 17 –	30	186 8 7	137	991 – 4
From Gravesend to Dover	–	–	–	–	1	7 13 –
From Gravesend to Dungeness	–	–	1	4 18 3	–	–
From Gravesend to Start	–	–	–	–	–	–
From Gravesend to Isle of Wight	–	–	–	–	3	54 7 6
From Gravesend to Nore	–	–	–	–	–	–
From Erith to Sea, Orfordness, and Downs	–	–	2	7 3 1	2	13 1 6
From Blackwall and Woolwich to Sea, Orfordness and Downs.	–	–	16	117 19 4	7	76 15 2
From Blackwall to Dungeness	–	–	–	–	–	–
From Blackwall to Dover	–	–	–	–	–	–
From Blackwall to Isle of Wight	–	–	2	32 2 –	1	23 4 10
From Blackwall to Start	–	–	–	–	–	–
From Blackwall to Plymouth	–	–	–	–	–	–
From Blackwall to Beachy Head	–	–	–	–	–	–
From London Docks, City Canal, St. Katherine's Docks, &c., to Sea, Orfordness, and Downs, &c.	–	–	16	118 9 11	10	88 6 3
From Moorings, London Docks, &c., to Dover	–	–	–	–	–	–
From Moorings, London Docks, &c., to Dungeness.	–	–	–	–	–	–
From Moorings, London Docks, &c., to Isle of Wight.	–	–	–	–	–	–
From Moorings, London Docks, &c., to Start	–	–	–	–	–	–
From Moorings, London Docks, &c., to Plymouth.	–	–	–	–	–	–
From Moorings, London Docks, &c., to Falmouth.	–	–	–	–	–	–
From Long Reach to Gravesend	–	–	–	–	1	2 19 –
From Erith to Gravesend	–	–	–	–	3	3 12 6
From Blackwall and Woolwich to Gravesend	–	–	27	54 16 –	1	3 11 –
From Moorings, London Docks, &c., to Gravesend.	–	–	861	1,569 15 2	3	8 9 –
Distance Money	–	–	–	–	–	–
TOTAL	–	95 17 –	–	2,091 12 4	–	1,273 – 1

VESSELS CHANGING AT GRAVESEND.

	Number of Vessels.
Amount paid by Vessels which have to take or pay for two or more Pilots	1,418 1,738

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

(2.)—OUTWARDS.

BRITISH VESSELS. OVERSEA. Towed by Steam.		FOREIGN VESSELS. Not Towed by Steam.		FOREIGN VESSELS. Towed by Steam.		TOTALS.	
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
317	2,462 15 2	902	5,946 9 –	458	2,600 7 11	1,857	12,282 18 –
1	8 18 8	–	- - -	–	- - -	2	16 11 8
3	41 2 –	2	18 10 –	4	48 8 4	10	112 18 7
3	99 17 2	–	- - -	–	- - -	3	99 17 2
27	387 4 9	8	206 13 6	19	475 17 8	57	1,124 3 5
1	3 10 –	3	11 12 –	–	- - -	4	15 2 –
4	26 1 –	13	101 4 –	5	32 17 4	26	180 6 11
521	5,484 14 6	11	105 6 –	57	505 10 11	612	6,290 5 11
5	83 – 2	2	37 – 6	4	55 12 6	11	175 13 2
2	34 13 1	–	- - -	3	48 – 1	5	82 13 2
129	2,967 12 8	–	- - -	5	111 4 –	137	3,134 3 6
33	1,132 15 9	–	- - -	–	- - -	33	1,132 15 9
5	165 17 2	–	- - -	–	- - -	5	165 17 2
1	25 8 3	–	- - -	–	- - -	1	25 8 3
585	5,345 3 3	38	358 15 2	354	2,826 2 9	1,003	8,736 17 4
2	29 15 –	–	- - -	–	- - -	2	29 15 –
–	- - -	–	- - -	3	46 13 1	3	46 13 1
42	962 14 5	–	- - -	11	339 16 6	53	1,302 10 11
1	39 4 11	–	- - -	–	- - -	1	39 4 11
2	57 8 –	–	- - -	1	42 3 6	3	99 11 6
2	44 10 –	–	- - -	–	- - -	2	44 10 –
3	9 1 11	17	20 14 –	1	1 6 6	22	34 1 5
3	3 1 3	127	211 16 6	6	7 10 11	139	226 1 2
164	480 2 3	40	90 3 3	141	275 2 9	373	903 15 3
800	1,416 11 6	117	374 8 6	693	1,474 16 6	2,474	4,844 – 8
4	148 1 2	2	55 10 9	2	76 – –	8	279 11 11
- -	21,459 4 –	–	7,538 3 2	–	8,967 11 3	–	41,425 7 10

VESSELS CHANGING AT GRAVESEND.

AMOUNT. For Pilotage above Gravesend.	For Pilotage below Gravesend.	TOTAL.
£. s. d.	£. s. d.	£. s. d.
3,336 4 3	- - -	—
- - -	12,214 8 6	

Note.—In this Return the number of vessels (both Inward and Outward) has not been totalled, because in very many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the scale of rates.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

OUTPORT DISTRICTS.

General Remark.—In the following classified returns of the amounts received for Pilotage at the Trinity House Outports, the Number of Vessels has not, in all cases, been totalled, because in many instances Pilotage Service has been rendered to the same Vessel for more than one of the Distances specified, and provided for in the Scale of Rates.

ABERDOVEY.

NAMES of PILOTS.

See p. 12 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 10 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.							
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	97	50 8 –	7	33 4 –	6	24 4 –	1	3 7 6	111	111 3 6

(2.)—OUTWARDS.

From Harbour to Sea - -	94	47 13 –	3	4 14 –	4	2 2 –	–	- - -	101	54 9 –

BEAUMARIS.

NAMES of PILOTS.

See p. 12 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 11 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BEAUMARIS—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea (outside the Sound) to Beaumaris Bay, Conway and Bangor.	3	3 9 9	36	18 7 9	13	34 8 3	9	35 1 2	1	1 16 –	62	93 2 11
From Sea (inside the Sound) to Beaumaris Bay, Conway and Bangor.	–	– –	–	– –	5	5 14 3	–	– –	1	1 – –	6	6 14 3
From Port Dinorwic to Cadnant.	513	135 15 2	1	– 8 3	–	– –	1	– 8 3	–	– –	515	136 11 8
From Caernarvon to Cadnant.	3	1 8 –	3	– 18 –	–	– –	1	– 9 –	–	– –	7	2 15 –
TOTAL – – –	–	140 12 11	–	19 14 –	–	40 2 6	–	35 18 5	–	2 16 –	590	239 3 10

(2.)—OUTWARDS.

From Beaumaris Bay, Conway and Bangor, to Sea.	16	7 18 3	27	12 16 –	16	30 17 4	4	5 19 3	2	3 2 –	65	60 12 10
From Cadnant to Port Dinorwic.	660	172 18 3	4	1 6 –	–	– –	–	– –	–	–	664	174 4 3
From Cadnant to Caernarvon.	11	6 1 –	8	3 3 –	–	– –	1	– 17 –	–	– –	20	10 1 –
TOTAL – – –	–	186 17 6	–	17 5 –	–	30 17 4	–	6 16 3	–	3 2 –	749	244 18 1

BRIDGWATER.

NAMES of PILOTS.

See p. 13 of Parl. Paper, No. 416 of 1864.

Add the Name of Charles Dyer - - - - - - - aged 42.

RATES.

The Rates of Pilotage are the same as printed at p. 12 of Parl. Paper, No. 264 of 1863.

Corporation of Trinity House of Deptford Strond—Bridgwater—*continued.*

AMOUNT received for Pilotage of Vessels in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Limits or Gore to Highbridge.	7	9 16 –	5	3 11 9	1	– 12 6	1	3 – 9	–	– – –	1	3 5 –	15	20 6 –
From Limits or Gore to Combwich.	1	– 15 –	1	3 – 9	–	– – –	–	– – –	1	2 9 6	1	3 5 –	4	9 10 3
From Limits or Gore to Burnham.	1	1 3 3	29	16 8 3	–	– – –	–	– – –	1	3 6 –	–	– – –	31	20 17 6
From Limits or Gore to Pawlett.	1	– 15 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	– 15 –
From Limits or Gore to Dunball.	2	– 15 6	1	– 8 4	–	– – –	–	– – –	–	– – –	–	– – –	3	1 3 10
From Limits or Gore to Bridgwater.	58	31 2 5	28	17 17 10	9	18 1 8	9	21 18 3	1	1 11 –	10	16 6 8	115	106 17 10
From Burnham to Dunball.	13	6 16 –	9	2 3 2	–	– – –	–	– – –	–	– – –	–	– – –	22	8 19 2
From Burnham to Highbridge.	12	3 15 6	1	– 4 1	–	– – –	–	– – –	–	– – –	–	– – –	13	3 19 7
From Burnham to Bridgwater.	652	192 15 11	460	110 8 6	–	– – –	–	– – –	–	– – –	–	– – –	1,112	303 4 5
From Dunball to Bridgwater.	1	– 6 8	2	– 9 9	–	– – –	–	– – –	–	– – –	–	– – –	3	– 16 5
From Highbridge to Bridgwater.	1	– 5 6	1	– 5 7	–	– – –	–	– – –	–	– – –	–	– – –	2	– 11 1
From Burnham to Pawlett.	2	– 11 –	1	– 4 1	–	– – –	–	– – –	–	– – –	–	– – –	3	– 15 1
Lay Days, Tide Work, &c.	1	1 – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	1 – –
Total - - -	–	249 17 9	–	155 2 1	–	18 14 2	–	24 19 –	–	7 6 6	–	22 16 8	–	478 16 2

(2.)—OUTWARDS.

From Bridgwater to Pawlett.	1	– 5 6	1	– 4 11	–	– – –	–	– – –	–	– – –	–	– – –	2	– 10 5
From Bridgwater to Dunball.	1	– 5 6	1	– 5 10	–	– – –	–	– – –	–	– – –	–	– – –	2	– 11 4
From Bridgwater to Burnham.	156	48 18 1	200	53 17 10	–	– – –	–	– – –	–	– – –	–	– – –	356	102 15 11
From Bridgwater to Limits or Gore.	23	24 15 –	26	19 13 11	3	8 1 3	7	12 9 4	2	3 9 3	7	12 13 11	68	71 2 8
From Dunball to Burnham.	3	– 15 6	2	– 9 7	–	– – –	–	– – –	–	– – –	–	– – –	5	1 5 1
From Pawlett to Burnham.	2	– 10 –	2	– 9 –	–	– – –	–	– – –	–	– – –	–	– – –	4	– 19 –
From Highbridge to Burnham.	4	3 14 6	2	– 12 –	–	– – –	–	– – –	–	– – –	–	– – –	6	4 6 6
From Combwich to Limits.	–	– – –	1	3 – 0	–	– – –	–	– – –	–	– – –	1	2 9 6	2	5 10 3
From Highbridge to Limits.	5	4 13 6	4	3 – 6	–	– – –	1	3 – 9	–	– – –	–	– – –	10	10 14 9
From Dunball to Limits	1	– 8 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	– 8 –
From Pawlett to Limits	1	– 15 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	– 15 –
From Burnham to Limits	2	2 3 3	26	16 6 3	–	– – –	1	1 3 3	–	– – –	1	4 12 –	30	24 4 9
Total - - -	–	77 3 10	–	98 – 7	–	8 1 3	–	16 13 4	–	3 9 3	–	19 15 5	–	223 3 8

BRIDPORT.

NAMES of PILOTS.

See p. 14 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 13 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BRIDPORT—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	72	36 13 -	11	17 15 6	9	11 16 3	92	66 4 9

(2.)—OUTWARDS.

From Harbour to Sea - - -	75	26 15 3	5	5 18 -	8	2 12 6	88	35 5 9

CAERNARVON.

NAMES of PILOTS.

See p. 15 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 14 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.	TOTALS.	
	COASTERS.				OVERSEA.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.
From Outer Buoy or Bar to Caernarvon.	48	29 2 -	1	- 9 -	1	2 5 -	-	- -	- - nil - -	50	31 16 -
From Port Dinorwic to Outer Buoy or Bar and to Caernarvon.	36	35 16 -	1	- 8 3	2	2 12 -	-	- -	- - - - -	39	38 16 3
Lay Days - - -	-	- -	-	- -	1	2 2 -	-	- -	- - - - -	1	2 2 -
TOTAL - - -	-	64 18 -	-	- 17 3	-	6 19 -	-	- -	- - - - -	90	72 14 3

(2.)—OUTWARDS.

From Caernarvon to Bar or Outer Buoy.	212	154 12 3	6	4 11 2	7	6 4 6	3	2 18 4	- - nil - -	228	168 6 3
From Outer Buoy to Port Dinorwic.	34	26 4 -	-	- -	-	- -	-	- -	- - - - -	34	26 4 -
From Caernarvon to Port Dinorwic.	-	- -	2	- 10 6	-	- -	-	- -	- - - - -	2	- 10 6
TOTAL - - -	-	180 16 3	-	5 1 8	-	6 4 6	-	2 18 4	- - - - -	264	195 - 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

CARLISLE.

NAME of PILOT.

George Rule - - - - aged 47 { *Limits of License.*—For the English Channel of the Solway Firth between the Anchorage Ground off the Harbour of Maryport and the Entrance of the Carlisle Canal from the Frith.

RATES.

The Rates of Pilotage are the same as printed at p. 15 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Maryport to Silloth -	11	10 8 2	1	- 14 -	-	- -	2	2 2 5	1	1 8 10	5	7 14 1	20	22 7 6
From Maryport to Annan -	4	6 13 3	-	- -	-	- -	2	3 1 1	-	- -	-	- -	6	9 14 4
From Maryport to Carlisle -	1	1 8 -	-	- -	-	- -	-	- -	-	- -	-	- -	1	1 8 -
From Silloth Roads to Silloth Dock.	-	- -	-	- -	1	- 7 6	-	- -	-	- -	-	- -	1	- 7 6
TOTAL - - -	-	18 9 5	-	- 14 -	-	- 7 6	-	5 3 6	-	1 8 10	-	7 14 1	28	33 17 4

(2.)—OUTWARDS.

From Silloth to Maryport -	1	- 15 9	-	- -	-	- -	-	- -	1	1 1 -	-	- -	2	1 16 9

COLCHESTER.

NAMES of PILOTS.

See p. 17 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 16 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—COLCHESTER—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
From Pyefleet to Wivenhoe	33	27 7 2	–	– – –	2	1 8 6	35	28 15 8
From Pyefleet to Colchester	3	3 13 6	1	1 7 –	4	4 8 6	8	9 9 –
From Harwich to Wivenhoe	–	– – –	–	– – –	1	1 7 6	1	1 7 6
From Eastness to Wivenhoe	–	– – –	–	– – –	1	1 7 6	1	1 7 6
From Colne to Colchester	1	– 15 –	–	– – –	1	1 9 9	2	2 4 9
TOTAL	–	31 15 8	–	1 7 –	–	10 1 9	47	43 4 5

(2.)—OUTWARDS.

From Wivenhoe to Pyefleet	28	22 12 1	–	– – –	1	1 – –	29	23 12 1
From Colchester to Pyefleet	2	2 9 6	1	1 7 –	3	3 10 6	6	7 7 –
From Wivenhoe to Sunk	–	– – –	–	– – –	5	15 15 –	5	15 15 –
From Wivenhoe to Eastness	1	2 7 6	–	– – –	2	4 2 6	3	6 10 –
From Wivenhoe to Gunfleet Buoy	1	2 17 6	–	– – –	–	– – –	1	2 17 6
TOTAL	–	30 6 7	–	1 7 –	–	24 8 –	44	56 1 7

COWES AND PORTSMOUTH DISTRICTS.

COWES.

NAMES of PILOTS.

See p. 18 of Parl. Paper, No. 416 of 1864.

Omit the name of Daniel Corke - - - - - - - - aged 72.

PORTSMOUTH.

NAMES of PILOTS.

See p. 18 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 18 of Parl. Paper, No. 264 of 1863.

Corporation of Trinity House of Deptford Strond—Cowes and Portsmouth—*continued.*

AMOUNT received for Pilotage of Vessels at the Ports of Cowes and Portsmouth in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
From Sea to Portsmouth Harbour	–	– – –	2	6 11 3	17	82 5 4	1	4 5 6	20	115 9 –	5	20 4 6	45	228 15 7
From Sea to Spithead	3	7 11 6	1	2 5 –	58	227 7 4	5	18 13 6	41	134 19 10	22	95 9 4	130	486 6 6
From Spithead to Portsmouth Harbour.	15	9 12 –	4	2 13 3	16	22 – 4	6	9 5 8	5	5 14 –	1	– 7 6	47	49 12 9
From Sea to Motherbank	1	2 16 3	–	– – –	22	67 11 5	5	15 2 –	63	159 3 6	7	17 8 10	98	262 2 –
From Sea to Cowes	–	– – –	3	36 – –	14	45 16 10	2	6 3 9	47	168 14 3	50	202 9 8	116	459 4 6
From Sea to Leap	1	3 – –	1	1 17 6	7	23 18 6	57	229 10 5	9	27 12 6	3	10 13 –	78	296 17 11
From Sea to Stokes Bay	–	– –	5	30 18 –	2	5 18 –	1	2 12 6	13	41 2 6	2	9 3 –	23	89 14 –
From Sea to Calshot	–	– – –	–	– – –	–	– – –	2	4 10 –	1	2 – –	–	– – –	3	6 10 –
From Sea to St. Helen's	–	– – –	–	– – –	1	1 4 4	2	3 – 3	2	2 6 10	–	– – –	5	6 11 5
From Sea to Brambles	–	– – –	–	– – –	–	– – –	1	2 – –	3	10 – –	–	– – –	4	12 – –
From Needles to Leap	1	2 8 –	–	– – –	–	– – –	1	1 2 6	–	– – –	–	– – –	2	3 10 6
From Nab to Spithead	–	– – –	–	– – –	1	3 8 –	–	– – –	–	– – –	–	– – –	1	3 8 –
From St. Helen's to Motherbank	–	– – –	–	– – –	1	2 2 6	–	– – –	–	– – –	–	– – –	1	2 2 6
From Nab to Motherbank	–	– – –	–	– – –	1	1 16 –	–	– – –	1	1 16 –	–	– – –	2	3 12 –
From Nab to Cowes	–	– – –	–	– – –	–	– – –	–	– – –	1	2 12 –	1	1 13 –	2	4 5 –
From Ryde to Stokes Bay, and *vice versâ.*	–	– –	9	41 2 –	–	– –	–	– –	–	– –	–	– –	9	41 2 –
From Jack in the Basket to Lymington.	14	17 2 6	4	4 7 6	–	– –	–	– –	–	– –	–	–	18	21 10 –
From Cowes Roads to Cowes Harbour.	2	1 1 –	3	2 15 3	–	– –	–	– –	6	4 17 1	–	– –	11	8 13 4
From Sea to Chichester and Langstone Harbour.	77	83 17 –	–	– –	–	– –	–	– –	–	– –	–	– –	77	83 17 –
Removing in the Cowes District	–	– – –	–	– –	2	3 – –	–	– –	1	1 4 4	–	– –	3	4 4 4
Transporting in Portsmouth Harbour.	–	– – –	–	– –	2	2 1 –	1	1 1 –	10	11 18 6	–	– –	13	15 – 6
Lay Days and Tide Work	3	1 16 6	–	– –	5	6 15 6	2	2 12 6	20	24 17 6	–	– –	30	36 2 –
Distance Money	–	– – –	–	– –	1	2 2 –	–	– –	3	9 8 –	1	3 3 –	5	14 13 –
Total	–	129 4 9	–	128 9 9	–	497 7 1	–	299 19 7	–	723 15 10	–	360 11 10	–	2,139 8 10

Vessels Changing at a Line drawn from Eagle Hurst Point to North-west Bramble Buoy.

	No. of Vessels.	For Pilotage below the Line. £. s. d.
Amount paid by Vessels which have to take or pay for two or more Pilots	34	110 13 7

(2.)—OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
From Portsmouth Harbour to Sea	–	– – –	3	10 19 6	16	68 19 6	11	38 13 11	35	122 14 2	5	16 9 10	70	257 16 11
From Spithead to Sea	1	1 5 –	–	– – –	43	170 16 5	3	13 – –	14	64 12 2	6	28 7 –	67	278 – 7
From Portsmouth Harbour to Spithead.	–	– – –	1	2 1 6	7	6 11 –	3	5 14 11	1	– 19 6	–	– – –	12	15 6 11
From Motherbank to Sea	1	2 16 3	–	– – –	14	48 5 1	3	9 9 7	40	115 4 1	4	10 4 11	62	185 19 11
From Cowes Roads to Sea	–	– – –	3	36 – –	10	31 15 –	3	12 7 –	38	146 8 9	42	160 4 5	96	386 15 2
From Stokes Bay to Sea	–	– – –	3	15 6 –	–	– – –	–	– – –	1	3 5 –	–	– – –	4	18 11 –
From Yarmouth Roads to Sea	–	– – –	–	– – –	–	– – –	–	– – –	3	3 16 10	–	– – –	3	3 16 10
From Lymington to Jack in the Basket.	8	9 17 6	4	4 7 6	–	– – –	–	– – –	–	– – –	–	– – –	12	14 5 –
From Motherbank to Nab	–	– – –	–	– – –	1	1 16 –	–	– – –	–	– – –	–	– – –	1	1 16 –
From Cowes Harbour to Cowes Roads.	3	1 5 –	2	– 19 5	1	1 1 –	–	– – –	9	7 2 1	–	– – –	15	10 7 6
From Chichester and Langstone Harbour to Sea.	43	32 6 11	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	43	32 6 11
Distance Money	–	– – –	–	– – –	2	12 2 –	–	– – –	1	1 10 –	–	– – –	3	13 12 –
Total	–	47 10 8	–	69 13 11	–	341 6 –	–	79 5 5	–	465 12 7	–	215 6 2	–	1,218 14 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

DARTMOUTH.

NAMES of PILOTS.

Benjamin Dyer	aged 40	William Lavers	42	*Limits of License.*—From Bob's Nose to the Bolt Head, and from the Bolt Head to Bob's Nose, and to and from and into and out of all ports and places within those limits.
John W. Andrew	44	William Palfrey	40	
Henry Salsbury	34	Richard H. Benson	37	
Reuben Kerswell	39	Henry Stone	32	

RATES.

The Rates of Pilotage are the same as printed at p. 21 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	17	20 5 –	1	2 2 –	45	75 17 6	10	17 5 8	46	99 1 3	9	18 – 10	128	232 12 3

(2.)—OUTWARDS.

From Harbour to Sea	7	7 5 –	–	– – –	36	41 18 –	13	15 – 10	36	51 4 9	15	19 10 3	107	134 18 10
Distance Money	–	– –	–	– –	2	9 1 –	–	– –	2	6 6 –	–	– –	4	15 7 –
TOTAL	–	7 5 –	–	– – –	–	50 19 –	–	15 – 10	–	57 10 9	–	19 10 3	111	150 5 10

EXETER.

NAMES of PILOTS.

See p. 20 of Parl. Paper, No. 416 of 1864. Add the name of Nelson J. Warnell, aged 36.

RATES.

The Rates of Pilotage are the same as printed at p. 22 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—EXETER—*continued.*

AMOUNT received for the PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Axmouth -	21	10 3 6	–	- - -	–	- - -	–	- - -	–	- - -	–	- - -	21	10 3 6
From Sea to Bight at Exmouth.	315	461 9 4	21	49 11 4	34	71 10 –	12	37 14 5	21	45 9 7	9	28 5 1	412	693 19 9
From Bight at Exmouth to Turf.	143	74 4 2	60	31 1 6	13	5 15 2	19	10 18 –	10	10 7 2	15	11 15 3	260	144 1 3
From Bight at Exmouth to Topsham.	39	25 – 7	17	13 12 7	1	– 19 8	1	1 10 6	–	- - -	–	- - -	58	41 3 4
From Turf to Exeter -	1	– 10 6	–	- - -	–	- - -	–	- - -	1	– 10 6	1	1 1 –	3	2 2 –
TOTAL - - -	–	571 8 1	–	94 5 5	–	78 4 10	–	52 11 –	–	56 7 3	–	41 1 4	754	891 9 10

(2.)—OUTWARDS.

From Topsham to Exmouth.	68	41 12 3	10	7 17 –	–	- - -	1	– 15 –	–	- - -	–	1 – 9	80	51 5 –
From Turf to Exmouth -	172	83 6 4	29	13 1 –	1	– 19 3	–	- - -	5	3 8 3	2	1 17 7	209	102 12 5
From Bight at Exmouth to Sea.	68	40 12 –	7	4 19 6	17	14 9 11	7	7 13 6	13	13 7 7	7	8 4 4	119	89 6 10
Distance Money - -	–	- - -	–	- - -	–	- - -	–	- - -	2	5 14 6	–	- - -	2	5 14 6
TOTAL - - -	–	165 10 7	–	25 17 6	–	15 9 2	–	8 8 6	–	22 10 4	–	11 2 8	410	248 18 9

FALMOUTH.

NAMES of PILOTS.

See p. 21 of Parl. Paper, No. 416 of 1864; omitting the names of Henry Tonkin, John Chard, and James Lowry, jun., who have ceased to act; and adding that of W. D. Chard, aged 27.

RATES.

The Rates of Pilotage are the same as printed in Parl. Paper, No. 264 of 1863, p. 24.

Corporation of Trinity House of Deptford Strond—Falmouth—*continued.*

AMOUNT received for Pilotage of Vessels in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
From off the Lizard and parallel thereof to Falmouth and places within an imaginary line drawn from the Lighthouse on St. Anthony's Point to the Block House on Pendennis Point.	–	– – –	–	– – –	104	454 4 6	2	8 19 6	401	1,588 3 6	3	15 2 6	510	2,066 10 –
From Sea outside an imaginary line drawn from the Manacles to the Dodman to Falmouth and places within the imaginary line above stated.	1	1 5 –	2	2 2 6	771	1,800 16 9	24	40 5 8	1,098	2,515 17 3	19	36 19 7	1,915	4,397 6 9
From Sea inside an imaginary line drawn from the Manacles to the Dodman to Falmouth and places within the imaginary line above stated.	1	1 – 6	–	– – –	38	57 3 4	9	9 10 10	52	81 14 9	–	– – –	100	149 9 5
From Sea to Anchorages outside the imaginary line above stated.	–	– – –	–	– – –	6	9 12 –	–	– – –	9	17 8 –	–	– – –	15	27 – –
From Sea to Helford -	–	– – –	–	– – –	1	1 11 –	–	– – –	5	11 19 –	–	– – –	6	13 10 –
Transporting within the Harbour and Lay Days.	–	– – –	–	– – –	3	4 5 6	1	– 11 3	4	3 17 6	–	– – –	8	8 14 3
Distance Money -	–	– – –	–	– – –	–	– – –	–	– – –	5	8 8 –	–	– – –	5	8 8 –
Total - - -	–	2 5 6	–	2 2 6	–	2,327 13 1	–	59 7 3	–	4,227 8 –	–	52 2 1	–	6,670 18 5

(2.)—OUTWARDS.

From Falmouth and places within an imaginary line drawn from the Lighthouse on St. Anthony's Point to the Block-house on Pendennis Point to Sea.	–	– – –	3	4 15 6	446	990 16 3	268	519 13 1	725	1,594 3 1	357	745 19 4	1,799	3,855 7 3
From outside the above line from St. Anthony's Point to Pendennis Point to Sea.	–	– – –	–	– – –	7	9 9 7	8	8 10 –	6	9 – 3	1	– 19 6	22	27 19 4
Distance Money -	–	– – –	–	– – –	–	– – –	–	– – –	3	9 – –	–	– – –	3	9 – –
Total - - -	–	– – –	–	4 15 6	–	1,000 5 10	–	528 3 1	–	1,612 3 4	–	746 18 10	–	3,892 6 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

FLEETWOOD-ON-WYRE.

NAMES of PILOTS.

See p. 23 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed in Parl. Paper, No. 264 of 1863, p. 25.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From First Distance off Rossall Point, in a line with Pile à Foudre, to Fleetwood Harbour.	–	– –	–	– –	2	9 – –	13	47 9 3	3	11 10 –	4	14 6 4	22	82 5 7
From Second and Third Distances (the Lighthouse and one mile outside) to Fleetwood Harbour.	14	11 9 9	2	2 1 3	2	4 13 6	4	9 9 9	1	1 10 –	1	2 11 –	24	31 15 3
From Fourth Distance (inside the Lighthouse) to Fleetwood Harbour.	200	104 6 –	2	– 19 9	1	1 5 –	–	– –	1	1 – –	–	– –	204	107 10 9
Distance Money - -	–	– –	–	– –	2	4 4 –	1	2 7 –	2	3 3 –	–	– –	5	9 14 –
TOTAL - - -	–	115 15 9	–	3 1 –	–	19 2 6	–	59 6 –	–	17 3 –	–	16 17 4	280	231 5 7

(2.)—OUTWARDS.

From Fleetwood Harbour to Sea.	53	25 5 4	2	1 6 –	3	5 – 4	13	17 2 4	4	4 8 6	6	5 6 1	81	58 8 7

FOWEY.

NAMES of PILOTS.

See p. 23 of Parl. Paper, No. 416 of 1864; omitting the names of Richard Johns, William Cloke, and Richard Johns, jun., who have ceased to act.

RATES.

The Rates of Pilotage are the same as printed at p. 26 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—FOWEY—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea (outside the limits) to Harbours of Fowey, Mevagissey Pier, Pentuan Basin, Charleston Basin, and Loo.	–	– –	–	– –	3	11 18 –	–	– –	10	40 15 –	13	52 13 –
From Sea (within the limits) to Harbours of Fowey, Mevagissey Pier, Pentuan Basin, Charleston Basin, and Loo.	252	103 12 –	8	6 – 5	2	2 4 6	–	– –	18	20 16 9	280	132 13 8
Transporting within the District and Lay Days.	2	1 1 –	–	– –	–	– –	–	– –	4	3 – –	6	4 1 –
TOTAL - - -	–	104 13 –	–	6 – 5	–	14 2 6	–	– –	–	64 11 9	–	189 7 8

(2.)—OUTWARDS.

From Harbours of Fowey, Mevagissey Pier, Pentuan Basin, Charleston Basin, and Loo to Roads or Sea (within the limits).	236	95 12 2	7	6 4 5	10	15 16 1	–	– –	20	23 11 6	273	141 4 2
From Harbours of Fowey, Mevagissey Pier, Pentuan Basin, Charleston Basin, and Loo to Sea (outside the limits).	–	– –	–	– –	–	– –	1	1 7 6	5	6 19 4	6	8 6 10
Distance Money - -	–	– –	–	– –	–	– –	–	– –	1	6 – –	1	6 – –
TOTAL - - -	–	95 12 2	–	6 4 5	–	15 16 1	–	1 7 6	–	36 10 10	280	155 11 –

HARWICH.

NAMES of PILOTS.

See p. 24 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 27 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—HARWICH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea or Orfordness to Harwich.	4	14 14 –	1	4 11 6	3	10 10 –	–	– –	24	79 5 –	2	8 8 –	34	117 8 6
From Rolling Grounds to Harwich.	3	6 6 –	–	– –	–	– –	7	66 18 10	9	15 15 –	1	2 2 –	20	91 1 10
From Wrabness to Mistley	288	141 1 6	1	1 – –	–	– –	–	– –	9	5 16 3	–	– –	298	147 17 9
From Wrabness to Manningtree.	9	3 18 9	–	– –	–	– –	–	– –	–	– –	–	– –	9	3 18 9
From Lowestoft to Harwich.	–	– –	–	– –	–	– –	–	– –	10	55 10 –	–	– –	10	55 10 –
From Southwold to Harwich.	–	– –	–	– –	–	– –	–	– –	6	35 2 –	1	3 3 –	7	38 5 –
TOTAL - - -	–	166 – 3	–	5 11 6	–	10 10 –	–	66 18 10	–	191 8 3	–	13 13 –	–	454 1 10

(2.)—OUTWARDS.

From Manningtree to Wrabness.	9	3 18 9	–	– –	–	– –	–	– –	–	– –	–	– –	9	3 18 9
From Mistley to Wrabness	288	141 1 6	1	1 – –	–	– –	–	– –	5	3 13 7	–	– –	294	145 15 1
From Mistley to Harwich -	1	– 13 6	–	– –	–	– –	–	– –	7	4 7 –	–	– –	8	5 – 6
From Harwich to Rolling Grounds.	–	– –	–	– –	–	– –	7	66 18 9	–	– –	–	– –	7	66 18 9
From Harwich to Sea -	1	5 – –	2	6 16 2	–	– –	1	6 – –	4	21 9 6	5	32 14 6	13	72 – 2
TOTAL - - -	–	150 13 9	–	7 16 2	–	– –	–	72 18 9	–	29 10 1	–	32 14 6	–	293 13 3

HOLYHEAD.

NAMES of PILOTS.

See p. 25 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 28 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—HOLYHEAD—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Old Harbour -	–	– – –	3	4 15 10	3	4 9 3	2	3 6 11	4	7 8 –	–	– – –	12	20 – –
From Sea to New Harbour -	4	6 – 9	3	4 2 9	39	70 4 8	24	47 10 8	42	56 18 11	3	5 12 7	115	190 10 4
TOTAL - - -	–	6 – 9	–	8 18 7	–	74 13 11	–	50 17 7	–	64 6 11	–	5 12 7	127	210 10 4

(2.)—OUTWARDS.

From Old Harbour to Sea -	–	– – –	1	– 15 9	9	12 17 3	3	6 11 11	6	10 9 –	–	– – –	19	30 13 11
From New Harbour to Sea -	3	3 13 6	2	2 11 3	26	42 17 6	20	38 16 4	29	41 14 9	3	6 8 4	83	136 1 8
From off Holyhead to Point Lynas	–	– –	–	– –	1	3 3 –	–	– –	1	3 3 –	–	– –	2	6 6 –
TOTAL - - -	–	3 13 6	–	3 7 –	–	58 17 9	–	45 8 3	–	55 6 9	–	6 8 4	104	173 1 7

IPSWICH.

NAMES of PILOTS.

See p. 26 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 29 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Harwich to Downham Reach.	77	38 3 6	34	16 14 10	31	17 15 6	6	3 2 11	90	44 18 6	11	5 16 –	249	126 11 3
From Levington Creek to Downham Reach.	137	40 11 4	5	2 3 4	3	– 16 6	3	1 5 2	15	4 4 3	–	– – –	163	49 – 7
From Downham Reach to Ipswich.	532	276 7 7	355	184 13 4	19	12 9 9	17	9 3 8	60	33 10 10	56	30 6 11	1,039	546 12 1
From Levington Creek to Ipswich.	9	8 9 1	8	5 17 8	–	– – –	1	– 12 2	–	– – –	1	– 15 10	19	15 14 9
From Harwich to Ipswich	9	7 2 3	12	10 16 2	–	– – –	1	1 – 3	5	5 13 2	1	1 1 3	28	25 13 1
TOTAL - - -	–	370 13 9	–	220 5 4	–	31 1 9	–	15 4 2	–	88 6 9	–	38 – –	1,498	763 11 9

(2.)—OUTWARDS.

From Ipswich to Downham Reach.	316	125 18 6	138	57 19 9	10	4 12 10	6	2 10 10	7	6 14 1	3	1 8 –	480	199 4 –
From Ipswich to Levington Creek.	72	46 19 3	70	41 11 6	1	– 14 –	2	1 4 11	–	– – –	–	– – –	145	90 9 8
From Levington Creek to Harwich.	–	– – –	1	– 18 10	–	– – –	–	– – –	–	– – –	–	– – –	1	– 18 10
From Ipswich to Harwich	76	78 5 6	79	74 8 9	2	1 16 –	7	7 3 4	61	50 18 1	45	35 8 3	270	247 19 11
TOTAL - - -	–	251 3 3	–	174 18 10	–	7 2 10	–	10 19 1	–	57 12 2	–	36 16 3	896	538 12 5

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

LOWESTOFT.

NAMES of PILOTS.

See p. 27 of Parl. Paper, No. 416 of 1864; omitting the names of John Butcher and John Golder, who have ceased to act.

RATES.

The Rates of Pilotage are the same as printed at p. 30 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roads	–	– –	–	– –	6	15 18 –	–	– –	17	45 6 –	–	– –	23	61 4 –
From Roads to Harbour	38	27 7 7	79	68 15 8	8	5 13 6	51	44 – 11	22	19 12 5	42	35 4 10	240	200 14 11
Lay Days, Tide Work, &c.	2	1 10 –	–	– –	1	– 5 –	–	– –	4	2 – –	–	– –	7	3 15 –
Distance Money	1	2 8 –	–	– –	–	– –	–	– –	8	9 15 –	1	2 2 –	10	14 5 –
TOTAL	–	31 5 7	–	68 15 8	–	21 16 6	–	44 – 11	–	76 13 5	–	37 6 10	280	279 18 11

(2.)—OUTWARDS.

From Harbour to Roads	11	6 1 10	61	47 1 –	5	2 12 6	6	4 17 3	13	8 12 10	32	23 17 10	128	93 3 3
From Roads to Sea	2	3 – –	–	– –	3	5 15 –	–	– –	33	53 13 9	2	3 6 3	40	65 15 –
Distance Money	–	– –	–	– –	–	– –	–	– –	2	18 6 –	–	– –	2	18 6 –
TOTAL	–	9 1 10	–	47 1 –	–	8 7 6	–	4 17 3	–	80 12 7	–	27 4 1	–	177 4 3

MALDON.

NAMES of PILOTS.

See p. 27 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 31 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—MALDON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Stansgate to Maldon	294	179 – 3	6	2 17 6	8	4 7 6	308	186 5 3
(2.)—OUTWARDS.								
From Maldon to Stansgate	352	175 15 6	3	3 15 –	4	2 1 2	359	181 11 8
From Stansgate to Sea	–	– – –	–	– – –	1	3 – –	1	3 – –
TOTAL	–	175 15 6	–	3 15 –	–	5 1 2	360	184 11 8

MILFORD.

NAMES of PILOTS.

See p. 28 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 32 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Milford Harbour, below a line from Newton Noyse Point to Martin's Haven.	1	1 – –	–	– – –	6	14 4 3	1	1 – –	3	5 11 3	–	– – –	11	21 15 6
From Sea to Milford Harbour, above the said line.	–	– –	1	2 3 10	–	– –	–	– –	–	– –	–	– –	1	2 3 10
From Sea to Pembroke Dock	–	– –	–	– –	4	14 10 6	2	9 6 –	2	4 13 6	–	– –	8	28 10 –
Transporting within the District and Lay Days.	3	4 2 6	1	1 – –	–	– –	1	1 15 7	–	– –	–	– –	5	6 18 1
TOTAL	–	5 2 6	–	3 3 10	–	28 14 9	–	12 1 7	–	10 4 9	–	– –	25	59 7 5
(2.)—OUTWARDS.														
From Milford Harbour, above a line drawn from Newton Noyse Point to Martin's Haven, to Sea.	–	– –	4	8 2 –	–	– –	1	4 10 –	–	– –	–	– –	5	12 12 –
From Milford Harbour, below the said line, to Sea.	–	– –	2	4 4 4	7	24 17 –	1	2 – –	1	1 12 6	–	– –	11	32 13 10
From Pembroke Dock to Sea	–	– –	3	7 8 2	1	4 4 –	1	4 7 –	2	3 16 6	1	1 13 9	8	21 9 5
TOTAL	–	– –	–	19 14 6	–	29 1 –	–	10 17 –	–	5 9 –	–	1 13 9	24	66 15 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NEATH.

NAMES of PILOTS.

See p. 29 of Parl. Paper, No. 416 of 1864; adding Thomas Williams, aged 35, who has been since licensed.

RATES.

The Rates of Pilotage are the same as printed at p. 34 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea or Outer Buoy to First Station.	387	190 13 6	1,350	670 5 5	6	3 18 5	7	5 5 3	12	6 16 10	45	23 7 –	1,807	900 6 5
From Sea or Outer Buoy to Second Station.	31	16 10 3	151	75 9 11	–	– – –	–	– – –	7	3 15 8	31	15 16 7	220	111 12 5
From Sea or Outer Buoy to Third Station.	5	3 3 –	26	16 16 2	–	– – –	–	– – –	2	1 17 –	1	1 – 9	34	22 16 11
TOTAL - - -	–	210 6 9	–	762 11 6	–	3 18 5	–	5 5 3	–	12 9 6	–	40 4 4	–	1,034 15 9

(2.)—OUTWARDS.

From First Station to Sea or Outer Buoy.	294	155 5 11	1,389	757 5 10	6	3 18 5	6	3 4 2	9	5 3 –	46	22 4 1	1,750	947 1 5
From Second Station to Sea or Outer Buoy.	18	11 15 1	155	93 7 6	–	– – –	–	– – –	6	3 5 –	31	17 8 11	210	125 16 6
From Third Station to Sea or Outer Buoy.	2	1 2 –	21	18 9 6	–	– – –	–	– – –	1	– 15 6	1	1 – 9	25	21 7 9
TOTAL - - -	–	168 3 –	–	869 2 10	–	3 18 5	–	3 4 2	–	9 3 6	–	40 13 9	1,985	1,094 5 8

NEWHAVEN.

NAMES of PILOTS.

See p. 29 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 35 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—NEWHAVEN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour of Newhaven.	135	132 11 1	148	174 3 4	1	– 10 6	2	1 3 7	8	8 17 –	6	5 16 9	300	323 2 3

(2.)—OUTWARDS.

From Harbour of Newhaven to Sea.	102	54 3 8	171	74 11 4	–	- - -	3	1 13 –	9	5 19 1	–	- - -	285	136 7 1

PADSTOW.

NAMES of PILOTS.

See p. 30 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 36 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.							
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Stepper Point to Padstow	290	116 7 9	8	18 13 –	–	- - -	7	9 14 6	305	144 15 3

(2.)—OUTWARDS.

From Padstow to Stepper Point	160	32 14 9	1	– 6 –	2	4 12 –	5	9 15 –	168	47 7 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

PENZANCE.

NAMES of PILOTS.

See p. 31 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 37 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roadsteads or Piers in Mount's Bay.	15	8 17 –	78	32 19 –	32	45 10 –	4	4 2 –	67	111 1 –	196	202 9 –
From Roadsteads to either of the Piers in Mount's Bay.	–	– –	4	2 – –	5	8 4 –	–	– –	2	2 2 –	11	12 6 –
Distance Money – –	6	3 17 6	–	– –	31	18 1 –	2	2 2 –	56	54 2 –	95	78 2 6
TOTAL – – –	–	12 14 6	–	34 19 –	–	71 15 –	–	6 4 –	–	167 5 –	302	292 17 6

(2.)—OUTWARDS.

From Roadsteads and Piers in Mount's Bay to Sea.	5	2 16 –	69	29 12 6	15	15 10 –	5	5 16 –	35	34 16 –	129	88 10 6
Distance Money – –	–	– –	–	– –	–	– –	2	1 6 –	2	3 3 –	4	4 9 –
TOTAL – – –	–	2 16 –	–	29 12 6	–	15 10 –	–	7 2 –	–	37 19 –	133	92 19 6

PLYMOUTH.

NAMES of PILOTS.

See p. 31 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 38 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—PLYMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Sound	2	2 17 6	–	– – –	146	306 19 10	25	56 14 9	119	232 19 6	8	21 14 –	300	621 5 7
From Sea to Catwater	–	– – –	–	– – –	11	29 2 9	1	1 10 –	9	18 – –	–	– – –	21	48 12 9
From Sea to Sutton Pool	2	4 8 –	–	– – –	11	23 11 –	–	– – –	7	12 4 –	–	– – –	20	40 3 –
From Sea to Mill Bay	–	– – –	8	14 11 –	9	22 14 3	12	26 15 10	9	20 9 –	12	16 19 1	50	101 9 2
From Sea to Stonehouse Pool.	–	– – –	–	– – –	3	6 8 –	1	2 16 3	7	23 14 –	1	3 – 8	12	35 18 11
From Sea to Hamoaze	–	– – –	–	– – –	2	6 7 6	–	– – –	4	10 3 –	2	6 18 –	8	23 8 6
From Sound to Catwater	–	– – –	–	– – –	3	5 18 6	12	28 3 8	3	6 5 –	2	2 18 2	20	43 5 4
From Sound to Sutton Pool	–	– – –	–	– – –	1	1 10 –	–	– – –	3	4 5 –	1	2 10 –	5	8 5 –
From Sound to Mill Bay	–	– – –	1	1 – 6	6	11 8 6	6	10 16 7	7	11 11 6	6	10 4 11	26	45 2 –
From Sound to Stonehouse Pool.	–	– – –	–	– – –	–	– – –	8	19 3 2	–	– – –	2	3 19 –	10	23 2 2
From Sound to Hamoaze	–	– – –	–	– – –	3	9 7 –	–	– – –	3	6 8 1	–	– – –	6	15 15 1
Lay Days and Attendance	–	– – –	–	– – –	1	– 15 –	–	– – –	–	– – –	–	– – –	1	– 15 –
Transporting within the Harbour.	1	1 7 6	1	1 5 3	3	4 13 6	3	7 6 8	2	1 16 6	–	– – –	10	16 9 5
Distance Money	–	– – –	–	– – –	13	32 11 –	–	– – –	14	27 4 –	3	7 10 –	30	67 5 –
TOTAL	–	8 13 –	–	16 16 9	–	461 6 10	–	153 6 11	–	374 19 7	–	75 13 10	–	1,090 16 11

(2.)—OUTWARDS.

From Sound to Sea	–	– – –	–	– – –	103	243 2 11	29	57 7 5	72	141 8 9	10	27 6 6	213	469 5 7
From Catwater to Sea	1	1 12 –	–	– – –	8	8 19 7	5	10 9 3	3	6 16 –	1	2 16 3	18	41 – 6
From Sutton Pool to Sea	1	1 16 –	–	– – –	3	5 4 –	1	1 12 –	4	7 2 –	–	– – –	9	15 14 –
From Mill Bay to Sea	–	– – –	26	49 13 4	3	9 14 6	10	19 16 –	7	17 12 –	10	19 18 1	56	116 13 11
From Stonehouse Pool to Sea.	–	– – –	–	– – –	–	– – –	–	– – –	4	7 4 –	4	6 7 6	8	13 11 6
From Hamoaze to Sea	–	– – –	–	– – –	2	5 2 –	–	– – –	2	3 12 –	–	– – –	4	8 14 –
From Catwater to Sound	–	– – –	–	– – –	1	1 13 9	6	8 2 2	1	1 – –	–	– – –	8	10 15 11
From Mill Bay to Sound	–	– – –	–	– – –	–	– – –	8	14 15 10	1	1 – –	–	– – –	9	15 15 10
From Sutton Pool to Sound	–	– – –	–	– – –	–	– – –	–	– – –	1	1 5 –	–	– – –	1	1 5 –
From Stonehouse Pool to Sound.	–	– – –	–	– – –	–	– – –	6	9 3 9	–	– – –	–	– – –	6	9 3 9
Distance Money	–	– – –	–	– – –	6	8 5 –	1	1 8 –	1	2 3 6	1	– 15 9	9	12 12 3
TOTAL	–	3 8 –	–	49 13 4	–	292 9 2	–	122 14 5	–	189 3 3	–	57 4 1	–	714 12 3

POOLE.

NAMES of PILOTS.

See p. 32 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 39 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—POOLE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.										FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.											
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.	No.	Amount
		£. s. d.		£. s. d.		£. s. d.		£. s. d.				£. s. d.		£. s. d.		£. s. d.
From Sea (between St. Alban's and Christchurch Heads) to Poole.	–	– –	–	– –	2	3 3 7	–	– –			8	14 12 11	–	– –	10	17 16 6
From St. Alban's to Poole	–	– –	–	– –	–	– –	–	– –			–	– –	1	2 2 3	1	2 2 3
From Sea to Studland Bay	1	– 19 6	–	– –	1	1 – –	–	– –			–	– –	–	– –	2	1 19 6
From Studland Bay or Bar to Poole.	250	221 14 3	112	101 19 4	42	44 5 –	13	17 18 2			5	8 11 –	25	39 17 8	447	434 5 5
Lay Days, Tide Work, and Shifting Berth.	1	– 10 –	–	– –	–	– –	–	– –			5	3 10 –	–	– –	6	4 – –
TOTAL - - -	–	223 3 9	–	101 19 4	–	48 8 7	–	17 18 2			–	26 13 11	–	41 19 11	466	460 3 8

(2.)—OUTWARDS.

From Poole to Bar and Studland Bay.	178	170 2 7	104	81 10 9	6	8 8 –	29	37 12 1			7	9 3 7	31	37 9 4	355	344 6 4
Distance Money - -	–	– – –	–	– – –	–	– – –	–	– – –			1	3 – –	–	– – –	1	3 – –
TOTAL - - -	–	170 2 7	–	81 10 9	–	8 8 –	–	37 12 1			–	12 3 7	–	37 9 4	356	347 6 4

PORTMADOC.

NAMES of PILOTS.

See p. 33 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 40 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount	No.	Amount	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour of Portmadoc.	189	61 4 7	370	162 17 10	4	2 5 5	119	63 19 5	1	– 8 –	683	290 15 3

(2.)—OUTWARDS.

From Harbour of Portmadoc to Sea.	192	63 – –	373	163 9 10	4	2 5 6	120	64 16 9	–	– –	589	293 12 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

ROCHESTER.

NAMES of PILOTS.

See p. 34 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 5 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Nore to Sheerness	–	– – –	–	– – –	–	– – –	–	– – –	1	1 – –	–	– – –	1	1 – –
From the Nore to Chatham and Rochester.	–	– – –	–	– – –	1	2 13 6	–	– – –	8	24 10 –	3	10 10 –	12	37 13 6
From Sheerness to Chatham and Rochester.	–	– – –	–	– – –	8	24 15 –	3	8 16 11	11	26 1 –	5	16 7 10	27	76 – 9
TOTAL - - -	–	– – –	–	– – –	–	27 8 6	–	8 16 11	–	51 11 –	–	26 17 10	–	114 14 3

(2.)—OUTWARDS.

From Rochester and Chatham to Sea.	–	– – –	–	– – –	3	12 – –	1	7 1 4	7	39 7 6	1	2 18 6	12	61 7 4
From Sheerness to Sea -	1	1 6 –	2	10 15 1	–	– – –	–	– – –	4	22 10 –	2	12 19 –	9	47 10 1
From the Nore to Sea -	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	5 9 –	1	5 9 –
From Sheerness to Gravesend.	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	2	7 18 8	2	7 18 8
From Chatham to Sheerness	1	2 11 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	2 11 –
From Chatham to the Nore	1	2 12 –	–	– – –	3	9 1 –	–	– – –	–	– – –	–	– – –	4	11 13 –
TOTAL - - -	–	6 9 –	–	10 15 1	–	21 1 –	–	7 1 4	–	61 17 6	–	29 5 2	29	136 9 1

RYE.

NAMES of PILOTS.

James Curd - - - - aged 59
Jos. Menden - - - - - 38

Limits of License:—Into and out of the Port and Harbour of Rye, and along the coast between Dungeness and Beachy Head, and to and from all anchorages and places within those limits.

RATES.

The Rates of Pilotage are the same as printed at p. 41 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—RYE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Pier - -	8	7 12 5	26	24 17 7	2	3 12 –	5	6 7 3	3	3 13 6	11	13 16 8	55	59 19 5
From Sea to Town - -	4	3 14 3	12	12 11 9	1	– 18 –	1	1 6 –	3	3 7 6	6	7 5 10	27	29 3 4
TOTAL - - -	–	11 6 8	–	37 9 4	–	4 10 –	–	7 13 3	–	7 1 –	–	21 2 6	82	89 2 9

(2.)—OUTWARDS.

From Town to Sea - -	2	1 14 11	18	15 – 4	–	- - -	1	1 – 6	3	1 16 –	6	3 7 9	30	22 19 6
From Pier to Sea - -	5	5 – 6	12	9 2 8	2	1 5 10	1	– 10 6	3	2 6 6	5	4 1 5	28	22 7 5
TOTAL - - -	–	6 15 5	–	24 3 –	–	1 5 10	–	1 11 –	–	4 2 6	–	7 9 2	58	45 6 11

SCILLY.

NAMES of PILOTS.

See p. 35 of Parl. Paper, No. 416 of 1864.

For the Limits, "To and from and into and out of all ports and places in and about the Islands of Scilly" - } Add the name of W. Legg - - aged 27

RATES.

The Rates of Pilotage are the same as printed at p. 42 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Scilly - -	56	59 13 2	3	6 5 8	80	219 7 1	9	23 14 6	139	313 13 10	1	3 – –	288	625 14 3
Lay Days, Tide Work, and Shifting Berth.	2	5 – –	–	- - -	3	10 12 –	–	- - -	2	5 8 –	–	- - -	7	21 – –
TOTAL - - -	–	64 13 2	–	6 5 8	–	229 19 1	–	23 14 6	–	319 1 10	–	3 – –	295	646 14 3

(2.)—OUTWARDS.

From Scilly to Sea - -	54	56 16 6	4	5 2 6	75	216 19 2	10	23 14 6	136	303 9 6	1	3 – –	280	609 2 2
Distance Money - -	–	- - -	–	- - -	7	69 – –	–	- - -	5	94 – –	1	10 – –	13	173 – –
TOTAL - - -	–	56 16 6	–	5 2 6	–	285 19 2	–	23 14 6	–	397 9 6	–	13 – –	293	782 2 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SHOREHAM.

NAMES of PILOTS.

See p. 36 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 43 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour of Shoreham.	10	9 8 8	456	575 15 8	4	2 18 6	17	21 3 8	4	1 17 6	69	86 4 2	560	697 8 2

(2.)—OUTWARDS.

From Harbour of Shoreham to Sea.	4	2 3 –	443	213 17 7	–	– – –	15	8 10 2	2	– 15 9	77	37 17 9	541	263 4 3
Distance Money (Selsea District).	7	10 – –	–	– – –	2	5 – –	2	3 17 6	1	5 – –	–	– – –	12	23 17 6
TOTAL - - -	–	12 3 –	–	213 17 7	–	5 – –	–	12 7 8	–	5 15 9	–	37 17 9	553	287 1 9

SOUTHAMPTON.

NAMES of PILOTS.

See p. 36 of Parl. Paper, No. 416 of 1864.

For the Limits, "From Cowes Roads, Stokes Bay, the Motherbank, or St. Helen's to Southampton, and from Southampton through the several channels and passages to Sea" - - - - - - - - - - } Add the name of George Eldridge - aged 36

RATES.

The Rates of Pilotage are the same as printed at p. 44 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—SOUTHAMPTON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Southampton -	–	– – –	1	2 – 6	4	18 4 –	–	– – –	6	25 – 4	1	2 16 –	12	48 – 10
From Spithead to Southampton	2	5 2 6	9	23 6 –	2	2 17 –	1	2 6 1	16	27 4 3	20	35 19 7	50	96 15 5
From Leap to Southampton -	1	1 4 –	–	– – –	4	8 5 9	85	126 4 2	11	19 11 3	3	6 1 6	104	161 6 8
From Calshot to Southampton -	2	1 14 –	–	– – –	–	– – –	–	– – –	1	– 10 –	–	– – –	3	2 4 –
From Newton to Southampton -	2	1 14 3	35	47 4 –	–	– – –	–	– – –	–	– – –	–	– – –	37	48 18 3
From Stoke's Bay to Southampton.	1	1 10 –	4	3 17 3	–	– – –	1	2 – 6	5	6 19 –	1	2 – 6	12	16 7 3
From Cowes to Southampton -	–	– – –	–	– – –	–	– – –	1	1 18 3	–	– – –	6	11 9 6	7	13 7 9
From Brambles to Southampton	7	7 – –	6	4 19 –	10	12 8 6	13	15 19 –	23	31 17 –	2	4 15 7	61	76 19 1
From Motherbank to Southampton.	–	– – –	–	– – –	–	– – –	–	– – –	1	1 – –	2	3 6 –	3	4 6 –
From Nab to Southampton -	–	– – –	–	– – –	–	– – –	1	1 6 3	–	– – –	–	– – –	1	1 6 3
From Lymington to Southampton.	–	– – –	1	1 10 –	–	– – –	–	– – –	–	– – –	–	– – –	1	1 10 –
Into and out of places within the District, and Docking.	478	283 6 8	17	19 1 –	–	– – –	1	– 12 –	15	8 3 –	–	– – –	511	311 2 8
TOTAL - - -	–	301 11 5	–	101 17 9	–	41 15 3	–	150 6 3	–	120 4 10	–	66 8 8	–	782 4 2

(2.)—OUTWARDS.

From Southampton to Sea -	6	15 6 –	1	2 14 –	15	57 7 7	90	433 2 11	27	82 8 9	39	193 9 –	178	784 8 3
From Southampton to Brambles	7	6 18 –	3	3 7 –	3	3 – –	–	– – –	9	11 1 –	–	– – –	22	24 6 –
From Southampton to Needles -	–	– – –	–	– – –	–	– – –	21	99 12 4	–	– – –	–	– – –	21	99 12 4
From Southampton to Nab -	–	– – –	–	– – –	–	– – –	1	1 2 6	–	– – –	–	– – –	1	1 2 6
From Southampton to Lymington.	1	1 16 –	1	1 2 –	–	– – –	–	– – –	–	– – –	–	– – –	2	2 18 –
From Southampton to Stoke's Bay.	1	4 1 –	4	3 17 3	–	– – –	2	4 17 6	–	– – –	–	– – –	7	12 15 9
From Southampton to Newton -	1	1 1 –	29	32 4 –	–	– – –	–	– – –	–	– – –	–	– – –	30	33 5 –
From Southampton to Leap -	2	2 10 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	2	2 10 –
From Southampton to Spithead	–	– – –	3	12 – –	–	– – –	–	– – –	1	2 16 –	–	– – –	4	14 16 –
TOTAL - - -	–	31 12 –	–	55 4 3	–	60 7 7	–	538 15 3	–	96 5 9	–	193 9 –	–	975 13 10

TEIGNMOUTH.

NAMES of PILOTS.

See p. 37 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 45 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—TEIGNMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour of Teignmouth.	97	76 5 11	127	141 7 7	3	5 3 –	9	12 6 3	10	8 5 4	7	8 4 5	253	251 12 6

(2.)—OUTWARDS.

From Harbour of Teignmouth to Sea.	56	26 5 8	134	70 5 2	–	– –	9	6 14 7	8	3 9 5	11	6 2 2	218	112 17 –

WELLS.

NAMES of PILOTS.

See p. 38 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 46 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour of Wells	4	1 14 1	19	9 4 5	7	4 2 4	1	– 12 –	12	7 1 8	43	22 14 6

(2.)—OUTWARDS.

From Harbour of Wells to Sea	13	5 – 2	16	6 19 2	1	– 15 –	1	– 6 –	5	1 14 10	36	14 15 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

WEYMOUTH.

NAMES of PILOTS.

See p. 39 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 47 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Weymouth Roads and Portland Bay.	3	4 10 –	1	1 4 9	10	23 14 –	–	– – –	19	36 5 6	1	1 9 3	34	67 3 6
From Weymouth and Portland Roads to Harbour.	53	76 12 9	8	12 7 3	23	39 15 –	4	3 11 11	23	31 12 6	5	10 1 –	116	174 – 5
From Sea to Lyme - -	41	31 19 6	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	41	31 19 6
Distance Money - -	–	– – –	–	– – –	1	2 2 –	–	– – –	2	3 3 –	–	– – –	3	5 5 –
TOTAL - - -	–	113 2 3	–	13 12 –	–	65 11 –	–	3 11 11	–	71 1 –	–	11 10 3	194	278 8 5

(2.)—OUTWARDS.

From Weymouth and Portland Roads to Sea.	–	– – –	–	– – –	7	16 14 6	–	– – –	7	14 5 –	–	– – –	14	30 19 6
From Weymouth Harbour to Weymouth and Portland Roads.	13	12 19 6	1	1 13 –	9	19 13 –	4	4 6 11	12	18 9 –	2	4 10 9	41	61 12 2
From Lyme to Sea - -	36	27 15 6	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	36	27 15 6
Distance Money - -	–	– – –	3	7 4 –	1	11 17 6	–	– – –	2	3 3 –	–	– – –	6	22 4 6
TOTAL - - -	–	40 15 –	–	8 17 –	–	48 5 –	–	4 6 11	–	35 17 –	–	4 10 9	97	142 11 8

WOODBRIDGE.

NAMES of PILOTS.

See p. 39 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 48 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	BRITISH VESSELS. COASTERS. Not Towed by Steam. Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	FOREIGN VESSELS. Not Towed by Steam. Amount.	TOTALS. No.	TOTALS. Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	340	98 14 1	2	1 1 8	4	1 12 4	346	101 8 1
From Sea to Bowships	6	3 14 10	–	– – –	–	– – –	6	3 14 10
From Bowships to Lower Quay	87	28 18 2	–	– – –	1	– 9 9	88	29 7 11
From Bowships to Upper Quay	122	48 13 1	–	– – –	–	– – –	122	48 13 1
From Bowships to Malton	52	21 15 11	–	– – –	–	– – –	52	21 15 11
From Bowships to Waldringfield	3	1 – 10	–	– – –	–	– – –	3	1 – 10
From Bowships to Kingston	1	– 4 2	–	– – –	–	– – –	1	– 4 2
From Horse to Upper Quay	4	2 15 10	–	– – –	–	– – –	4	2 15 10
From Horse to Kingston	1	– 15 7	1	1 – 10	1	1 – –	3	2 16 5
Tide Work, Shifting Berth, &c.	87	16 16 5	–	– – –	–	– – –	87	16 16 5
TOTAL	–	223 8 11	–	2 2 6	–	3 2 1	712	228 13 6

2.—OUTWARDS.

From Melton to Bowships	43	17 15 7	–	– – –	–	– – –	43	17 15 7
From Upper Quay to Bowships	135	43 10 –	–	– – –	–	– – –	135	43 10 –
From Lower Quay to Bowships	81	25 18 2	–	– – –	1	– 10 –	82	26 8 2
From Lower Quay to Horse	5	3 – 2	–	– – –	1	– 12 –	6	3 12 2
From Upper Quay to Horse	9	4 3 2	–	– – –	1	– 7 11	10	4 11 1
From Melton to Horse	2	1 6 7	–	– – –	–	– – –	2	1 6 7
From Kingston to Horse	–	– – –	1	– 9 4	1	– 10 8	2	1 – –
From Harbour to Sea	354	94 19 5	–	– – –	2	– 15 10	356	95 15 3
TOTAL	–	190 13 1	–	– 9 4	–	2 16 5	636	193 18 10

YARMOUTH.

NAMES of PILOTS.

See p. 40 of Parl. Paper, No. 416 of 1864; omitting the names of C. L. King, R. Newson, E. King, and S. Steel.

RATES.

The Rates of Pilotage are the same as printed at p. 49 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—YARMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roads -	3	6 12 -	2	4 8 -	21	59 4 -	2	5 16 -	59	163 7 -	5	12 10 -	92	251 17 -
From Roads to Harbour	50	38 12 11	83	91 19 5	8	10 3 11	51	97 10 1	11	11 12 -	73	116 6 3	276	366 4 7
TOTAL - - -	-	45 4 11	-	96 7 5	-	69 7 11	-	103 6 1	-	174 19 -	-	128 16 3	368	618 1 7

2.—OUTWARDS.

From Roads to Sea -	2	2 15 -	6	6 6 2	10	15 6 3	6	12 2 6	49	76 - 6	5	7 15 -	78	120 5 5
From Harbour to Roads	11	7 7 3	69	68 - 8	4	4 3 5	26	33 7 6	8	6 16 9	70	69 11 10	188	189 7 5
TOTAL - - -	-	10 2 3	-	74 6 10	-	19 9 8	-	45 10 -	-	82 17 3	-	77 6 10	266	309 12 10

SUMMARY OF THE TRINITY HOUSE RETURNS.

As to PILOTS.

Number of Pilots in the London District - - - - - 370

Number of Pilots in the Outports - - - - - - 511

Aggregate Number - - - - 881

As to RECEIPTS for PILOTAGE.

	INWARDS.	OUTWARDS.
	£. s. d.	£. s. d.
Amount received in London District for Pilotage - -	82,779 17 6	41,425 7 10
Amount received at the Outports for - ditto - -	20,721 3 -	13,595 19 7
£.	103,501 - 6	55,021 7 5

Aggregate Receipts - - - £. 158,522. 7. 11.

CORPORATION OF THE TRINITY HOUSE, KINGSTON-UPON-HULL.

BYE-LAWS and REGULATIONS.

The Regulations printed at pp. 44 to 46 of Parl. Paper, No 244 of 1859, are still in force.

NAMES of PILOTS.

Younger Brethren who are Branch Pilots: *See* pp. 42, 43, and 44 of Parl. Paper, No. 416 of 1864.

Omit the name of Thomas Hindson, and add that of George Rayner, aged 52 -

Limits: From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.

RATES.—The Rates of Pilotage printed at pp. 128 and 129 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1864.

TO THE HUMBER AND ALONG THE EAST COAST.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. No.	BRITISH VESSELS. COASTERS. Amount.	BRITISH VESSELS. OVERSEA. No.	BRITISH VESSELS. OVERSEA. Amount.	FOREIGN VESSELS. No.	FOREIGN VESSELS. Amount.	TOTALS. No.	TOTALS. Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Boston Deeps to the Humber, or the Northness of Dimlington bearing west.	–	– – –	–	– – –	2	7 8 –	2	7 8 –
From Lynn Deeps to the Humber, or the Northness of Dimlington bearing west.	1	3 4 –	1	5 4 –	8	32 4 –	10	40 12 –
From Stockton to the Humber - - -	–	– – –	–	– – –	1	3 5 –	1	3 5 –
From Sunderland to the Humber - - -	–	– – –	1	5 5 –	1	5 – –	2	10 5 –
From Shields to the Humber - - -	–	– – –	–	– – –	7	27 2 3	7	27 2 3
From Lynn Deeps to Sutton - - -	–	– – –	–	– – –	1	2 16 –	1	2 16 –
Intermediate distances within the limits mentioned.	–	– – –	2	7 1 –	4	9 15 –	6	16 16 –
TOTAL - - -	1	3 4 –	4	17 10 –	24	87 10 3	29	108 4 3

FROM THE HUMBER AND ALONG THE EAST COAST.

From the Humber to Downs - - - -	3	21 11 –	17	150 11 5	65	501 18 10	85	674 1 3
From the Humber to Nore - - - -	4	23 17 –	1	6 6 –	2	15 15 –	7	45 18 –
From the Humber to Yarmouth - - -	–	– – –	–	– – –	1	5 4 –	1	5 4 –
From the Humber, or the Northness of Dimlington bearing west, to Boston Deeps.	–	– – –	7	36 8 –	19	80 16 –	26	117 4 –
From the Humber, or the Northness of Dimlington bearing west, to Lynn Deeps.	1	3 4 –	27	131 4 –	79	367 15 –	107	502 3 –
From the Humber, or the Northness of Dimlington bearing west, to Blakeney.	–	– – –	–	– – –	2	7 8 –	2	7 8 –
From the Humber to Shields - - -	–	– – –	1	3 5 –	32	104 12 2	33	107 17 2
From Sutton to Boston Deeps - - -	–	– – –	2	9 16 –	3	12 15 –	5	22 11 –
From Sutton to Lynn Deeps - - -	–	– – –	3	12 5 –	4	15 8 –	7	27 13 –
From Sutton to Blakeney - - - -	–	– – –	–	– – –	1	2 16 –	1	2 16 –
From Skegness to Boston Deeps - - -	–	– – –	1	3 12 –	2	6 3 –	3	9 15 –
From Skegness to Lynn Deeps - - -	1	3 6 –	5	16 8 –	–	– – –	6	19 14 –
Intermediate distances within the limits mentioned.	2	2 10 –	11	24 8 6	11	24 1 6	24	51 – –
TOTAL - - -	11	54 8 –	75	394 3 11	221	1,144 12 6	307	1,593 4 5

RECEIPT and EXPENDITURE of all MONIES received in respect of Pilots and Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To pilots' poundage, being 5 per cent. on the earnings of such pilots as are younger brethren of the corporation, and of the extra coasting pilots - - - - -	88 10 6	By income tax - - - - - -	2 6 2
To income tax - - - - - -	2 14 2	By balance - - - - - -	88 18 6
£.	91 4 8	£.	91 4 8

Note.—The above amount is carried to the general account of this corporation.

Trinity House, Hull, 28 February 1865.

Robert Gill, Warden's Clerk.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL AND RIVER HUMBER.

BYE-LAWS.—The Bye-Laws printed at pp. 107–109 of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.

Pilots appointed and licensed for the River Humber under the Act 2 & 3 Will. 4, c. 125.

See pp. 46 and 47 of Parl. Paper, No. 416 of 1864. Omit the names of Joseph Brown, Alexander Carr, Richard Calvert, and William Cockrill Thompson: and add those of Isaac Richardson, aged 23; William H. Wallace, aged 22; and John Calvert, aged 25.

APPRENTICES to the *Humber* Pilotage Service.

See p. 46 of Parl. Paper, No. 416 of 1864. Add the names of J. Amdell, aged 15; Henry Cross, aged 15; and J. Banks, aged 13: and omit those of T. Crackles, E. Roberts, and F. W. Kelsey.

Pilots licensed for the River Humber under the Acts 2 & 3 Will. 4, c. 105, and 12 & 13 Vict. c. 81.

See p. 46 of Parl. Paper, No. 416 of 1864.

MASTERS and Mates *to whom Certificates have been granted within the limits of the Humber Pilots under the Acts 2 & 3 Will. 4, c. 105, and 12 & 13 Vict. c. 104.*

See p. 47 of Parl. Paper, No. 416 of 1864. Omit the names of Thomas Bollands, Daniel Fairburn, Frederick Horatio Ford, Charles Benjamin Gray, William Hoyland, Robert Lancaster, Charles M'Gregor, Alexander Scott, and William Tully.

Add the names of—

J. Bissett - - - - aged 31	J. A. Galgens - - - aged 50	T. Johnson - - - aged 56
H. Cole - - - - - 55	J. S. Gallilee - - - - 35	H. Jones - - - - 41
G. Forster - - - - - 33	J. Haigh - - - - 36	G. Leggott - - - - 28
W. Gledhill - - - - 25	J. Hamshaw - - - - 33	T. B. Vickerman - - - 37

Pilots appointed and licensed for NEW HOLLAND, *in the County of* LINCOLN.

See p. 47 of Parl. Paper, No. 416 of 1864. Add the names of T. Richardson, aged 23; and W. H. Wallace, aged 22.

MASTERS *to whom Certificates have been granted for* NEW HOLLAND, *in the County of* LINCOLN, *under the Act 17 & 18 Vict. c. 104.*

See p. 48 of Parl. Paper, No. 416 of 1864.

MASTERS *to whom Certificates have been granted for the* PORT of GRIMSBY, *in the County of* LINCOLN, *under the Act 17 & 18 Vict. c. 104.*

See p. 48 of Parl. Paper, No. 416 of 1864. Add the name of Francis Le Brorg, aged 40; and omit that of George Rayner.

MASTER *to whom Certificate has been granted for the* PORT of KINGSTON-UPON-HULL, *and for the* PORT of GREAT GRIMSBY, *in the County of* LINCOLN, *under the Act of Parliament 17 & 18 Vict. c. 104.*

See p. 48 of Parl. Paper, No. 416 of 1864.

MASTER *to whom Certificate has been granted for the* PORT of KINGSTON-UPON-HULL, *and for the* RIVER HUMBER, *between the said Port and* FERRIBY SLUICE, *under the Act 17 & 18 Vict. c. 104.*

See p. 48 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.

HULL - - - }
NEW HOLLAND - } The Rates printed at pp. 129, 130 of Parl. Paper, No. 516 of 1855, are still in force.

GREAT GRIMSBY - The Rates printed at p. 45 of Parl. Paper, No. 354 of 1856, are still in force.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

AMOUNT received for Pilotage of Vessels in 1864.

PORT OF HULL.—(1.) INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to Hawke Roads or Grimsby Roads	2	2 9 6	2	1 10 3	12	20 5 7	1	- 14 8	35	51 11 8	1	- 11 8	53	77 3 4
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Port of Kingston-upon-Hull	20	34 11 -	4	6 14 7	520	1,583 12 7	12	24 16 7	1,134	3,274 1 2	23	62 10 4	1,713	4,986 6 3
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to Hawke Roads or Grimsby Roads	-	- -	-	- -	1	1 1 -	-	- -	1	1 4 -	-	- -	2	2 5 -
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to Whitebooth Roads	-	- -	-	- -	1	1 7 6	-	- -	-	- -	-	- -	1	1 7 6
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Port of Kingston-upon-Hull	5	6 7 -	1	- 14 -	82	181 14 -	-	- -	100	223 6 6	2	2 14 -	190	414 15 6
From the Spurn High Lighthouse bearing north-east to the Port of Kingston-upon-Hull	1	- 16 -	-	- -	40	76 14 11	1	1 8 -	54	108 - 10	-	- -	96	186 19 9
From the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads, to the Port of Kingston-upon-Hull	8	8 7 6	-	- -	24	30 5 -	2	2 13 4	42	61 - 9	-	- -	76	102 6 7
From Whitebooth Roads to the Port of Kingston-upon-Hull	1	- 10 7	1	1 - 10	1	- 11 6	-	- -	1	- 10 6	-	- -	4	2 13 5
Tidesworks, Attendances, &c.	-	- -	-	- -	-	- -	-	- -	-	- -	-	- -	-	298 1 6
Total	37	58 1 7	8	9 19 8	681	1,895 12 1	16	29 12 7	1,367	3,719 15 5	26	65 16 -	2,135	6,071 18 10

Vessels changing at Hull for Ports and Places above Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots	123	256 9 1

PORT OF GRIMSBY.—(1.) INWARDS.

From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Grimsby Docks	1	1 16 2	1	- 17 6	132	337 8 -	7	11 12 3	390	830 6 -	17	21 11 9	548	1,203 11 8
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Grimsby Docks	1	- 13 6	2	2 3 8	11	20 12 -	-	- -	31	52 4 11	3	2 17 7	48	78 11 8
From the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the eastward of the Point where the Spurn High Lighthouse bears north-east, to the Grimsby Docks	1	- 10 -	1	- 11 4	15	21 - 6	-	- -	24	31 6 9	5	3 4 -	46	56 12 7
Total	3	2 19 8	4	3 12 6	158	379 - 6	7	11 12 3	445	913 17 8	25	27 13 4	642	1,338 15 11

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

AMOUNT received for Pilotage of Vessels in 1864.

PORT OF HULL.—(2.) OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hawke Roads, or Grimsby Roads, to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	–	– – –	–	– – –	12	14 12 11	1	– 14 8	15	20 17 6	–	– – –	28	36 5 1
From the Port of Kingston-upon-Hull to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	– 16 4	1	– 16 4
From New Holland to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	–	– – –	–	– – –	1	1 6 3	–	– – –	–	– – –	–	– – –	1	1 6 3
From the Port of Kingston-upon-Hull to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber	59	72 17 10	68	80 13 10	336	761 – 4	121	159 3 6	858	1,763 7 9	305	366 6 10	1,747	3,203 10 1
From the Port of Kingston-upon-Hull to the Spurn High Lighthouse bearing north-east	1	– 10 –	3	2 11 –	7	8 19 10	18	16 15 8	14	19 12 6	61	53 5 –	104	101 14 –
From the Port of Kingston-upon-Hull to the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads	3	3 14 6	–	– – –	3	3 17 6	5	5 14 4	12	16 11 –	5	4 14 2	28	34 11 6
Tidesworks, Attendances, &c.	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	242 19 –
Total	63	77 2 4	71	83 4 10	359	789 16 10	145	182 8 2	899	1,820 8 9	372	425 2 4	1,909	3,621 2 3

Vessels from Ports and Places above Hull changing at Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots	65	117 13 –

PORT OF GRIMSBY.—(2.) OUTWARDS.

From the Grimsby Docks to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	–	– – –	–	– – –	–	– – –	–	– – –	4	9 12 3	–	– – –	4	9 12 3
From the Grimsby Docks to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber	4	3 11 8	22	18 5 3	124	239 13 9	39	39 – 8	391	692 12 6	142	140 6 4	722	1,133 10 2
From the Grimsby Docks to the New Sand Buoy or the Floating Light Vessel at the entrance of the River Humber to the eastward of the Point where the Spurn High Lighthouse bears north-east	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	– 8 –	1	– 8 –
Total	4	3 11 8	22	18 5 3	124	239 13 9	39	39 – 8	395	702 4 9	143	140 14 4	727	1,143 10 5

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL—*continued.*

ACCOUNT of the RECEIPT and EXPENDITURE of all Monies received by and on behalf of the Commissioners acting under the Humber Pilot Act.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
Balance from last account - - -	901	8	4	Paid to pilots - - - - - - - -	9,180	13	4
Received for licenses - - - -	226	6	–	Paid to clerk and commodore - - - -	250	–	–
Received as contributions to superannuated pilots - - - - - - -	214	14	6	Paid commission to collectors at Grimsby, &c. -	162	12	3
Received for fines and awards - - -	31	17	6	Paid incidentals, as books, stationery, taxes, solicitor, tradesmen's bills, &c. - - - -	185	13	10
Received gross inward pilotage - -	7,410	14	9	Paid to pilot cutters - - - - - -	1,490	7	4
Received gross outward pilotage - -	4,764	12	8	Paid pensions to superannuated pilots - - -	314	2	6
				Paid to widows - - - - - - - -	141	–	–
				Paid, as deducted from outward pilotage, apprentices, victuals, turpentine, oil, fares, boatmen, tugs, hooking vessels, &c. - - - - -	826	18	–
				Balance to next account - - - - -	998	16	6
£.	13,550	3	9	£.	13,550	3	9

16 January 1865. *William Sharp*, Clerk.

PORT OF GAINSBOROUGH.

BYE-LAWS.—The Bye-Laws printed at pp. 110-112 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

See p. 51 of Parl. Paper, No. 416 of 1864. Add the names of Charles Buckley, aged 56; George Becket; Joseph Bridlington, aged 37; Charles Hudson, aged 32; James Whitton, aged 45.

MASTERS *to whom Certificates have been granted under the Act* 17 & 18 *Vict. c.* 104.

See p. 51 of Parl. Paper, No. 416 of 1864.

RATES.

See Parl. Paper, No. 287 of 1860, p. 54. The Rates there referred to are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Gainsburgh.	2	2 5 6	3	3 11 10	3	5 5 2	–	– – –	9	13 9 6	17	24 12 –

(2.)—OUTWARDS.

From Gainsburgh to Hull Roads.	2	2 12 6	7	7 1 –	1	2 10 –	2	2 4 4	6	6 11 6	18	20 19 4

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—GAINSBOROUGH—*continued.*

ACCOUNT of the MONIES received in respect of Pilotage.

Dr.		£. s. d.	*Cr.*	£. s. d.
Pilotage { Inwards		24 12 –	Commission	3 14 7½
Outwards		20 19 4	Boats	– 17 –
			Parcels	– 1 8
			Railway fares	– 3 –
			To the following pilots:	
			John Barton	19 18 4¾
			Enoch Thompson	20 16 7¾
	£.	45 11 4	£.	45 11 4

Edward Schofield, Headsman.

PORT OF GOOLE.

BYE-LAWS.—The Bye-Laws printed at pp. 112-114 of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.

See p. 52 of Parl. Paper, No. 416 of 1864.

MASTERS and MATES *to whom Certificates have been granted under the Act* 17 & 18 *Vict. c.* 104.

See p. 53 of Parl. Paper, No. 416 of 1864. Omit the names of Thomas Bollands, Leonard Eckles, Joseph Ellis, Robert Frank, Edward Frank, William Hovland, William Kitchman, Thomas Raddings, William Rochett, and Christopher Turgoose. Add the names of William Clarkson, aged 47; George Fleetham, aged 52; and W. Horton, aged 32.

RATES of PILOTAGE.

See p. 56 of Parl. Paper, No. 287 of 1860. The Rates there referred to are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Goole.	–	– – –	18	14 17 4	6	6 6 –	90	128 10 2	2	2 2 –	21	33 14 10	137	185 10 4

(2.)—OUTWARDS.

From Goole to Hull Roads.	2	2 1 3	34	31 6 8	–	– – –	47	75 7 2	–	– – –	24	31 13 6	107	140 8 7

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—GOOLE—*continued.*

ACCOUNT of MONIES received in respect of Pilotage.

Dr.		£. s. d.	*Cr.*	£. s. d.
To amount of Inward pilotage		185 10 4	By commission paid to pilot master	32 11 10
To amount of Outward pilotage		140 8 7	By amount paid to pilots	280 14 4
			By boating	5 12 –
			By incidentals	7 – 9
	£.	325 18 11	£.	325 18 11

Pilot Office, Goole, January 1865. *Henry Gale.*

SPALDING.

BYE-LAWS.

The Bye-Laws printed at pp. 114–116 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

See p. 54 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.

The Rates printed at p. 58 of Parl. Paper, No. 174 of 1858, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Welland Setway to Spalding High Bridge.	–	– – –	–	– – –	1	– 18 –	1	– 18 –
From Welland Setway to Fosdyke Bridge	212	95 4 4	5	5 4 –	12	12 2 –	229	112 10 4
TOTAL	212	95 4 4	5	5 4 –	13	13 – –	230	113 8 4

(2.)—OUTWARDS.

From Fosdyke Bridge to Welland Setway	163	43 15 –	–	– – –	13	8 11 6	176	52 6 6

ACCOUNT of MONIES received in respect of Pilotage.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for	Inward pilotage	113 8 4½	By amount paid for commission to pilot master	10 – –
	Outward pilotage	52 6 6	By amount paid for licenses, beacons, &c.	5 10 6
			By amount paid to pilots	150 4 4½
	£.	165 14 10½	£.	165 14 10½

John Kingston, Receiver.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF WISBECH.

BYE-LAWS.

The Bye-Laws printed in Parl. Paper, No. 516 of 1855, pp. 116–119, still remain in force.

NAMES of PILOTS.

See p. 55 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.

The Rates printed at p. 130 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From the Lower Roads at Sea to the Cross Keys Bridge -	108	83 8 5½	27	30 13 11	135	114 2 4½
From the Lower Roads at Sea to Wisbech - - -	57	88 18 5½	47	74 5 6	104	163 3 11½
For assisting Ships through the Cross Keys Bridge - -	1	– 5 –	- -	- - -	1	– 5 –
For extra Pilotage above the Cross Keys Bridge - -	8	3 8 10	- -	- - -	8	3 8 10
TOTAL - - -	174	176 – 9	74	104 19 5	248	281 – 2

(2.)—OUTWARDS.

From the Cross Keys Bridge to the Lower Roads at Sea -	96	52 18 2	20	14 – 10½	116	66 19 –½
From Wisbech to the Lower Roads at Sea - - -	29	30 4 6	29	30 12 10	58	60 17 4
TOTAL - - -	125	83 2 8	49	44 13 8½	174	127 16 4½

ACCOUNT of the MONIES received in respect of Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for { Inward pilotage	277 6 4	By amount paid to the pilots - - -	408 16 6½
{ Outward pilotage	127 16 4½		
To amount received for pilotage inwards from Cross Keys Bridge to the town of Wisbech, under 5th Bye-law - - - - -	3 8 10		
To amount received for assisting vessel through the Cross Keys Bridge inwards - -	– 5 –		
£.	408 16 6½	£.	408 16 6½

Wisbech, 20 January 1865.

Fra. Jackson,
Secretary to the Sub-Commissioners of Pilotage.

Trinity House, Kingston-upon-Hull,
1 March 1865.

Edw. J. Wilson,
Secretary.

TRINITY HOUSE, NEWCASTLE-UPON-TYNE.

GENERAL REGULATIONS.

The Regulations printed in Parl. Paper, No. 516 of 1855, p. 165, are still in force.
For further Regulations, *see* p. 63 of Parl. Paper, No. 264 of 1863.

NAMES and AGES of PILOTS licensed by the TRINITY HOUSE for the respective Ports under its Jurisdiction.
See pp. 56, 57, 58, 59 and 60 of Parl. Paper, No. 416 of 1864.

N.B.—A separate Jurisdiction for Hartlepool and West Hartlepool now exists, which *see*.

RATES of PILOTAGE.—The Rates printed at p. 171 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Shields	2,969	1,817 10 3	813	273 19 9	2,345	1,482 4 6	6,127	3,573 14 6
From Shields to Newcastle	772	476 15 –	190	146 6 –	1,064	637 15 3	2,026	1,260 16 3
From Sea to Sunderland	517	281 13 3	52	28 2 –	135	82 14 11	704	392 10 2
From Sea to Seaham	2,611	1,237 16 –	121	61 11 6	88	45 6 –	2,820	1,344 13 6
From Sea to Hartlepool*	1,148	614 13 2	63	37 3 6	429	241 2 10	1,640	892 19 6
From Sea to Hartlepool West Docks	1,039	549 13 9	514	359 16 6	387	240 15 3	1,940	1,150 5 6
From Sea to Middlesbro'† / From Sea to Stockton	148	121 6 1	59	47 5 7	398	253 1 9	605	421 13 5
From Sea to Whitby	516	212 8 3	21	10 15 3	12	5 12 6	549	228 16 –
From Sea to Blyth	548	277 9 3	159	82 1 3	157	75 – –	864	434 10 6
From Sea to Warkworth	140	66 19 9	26	11 13 3	16	7 8 6	182	86 1 6
From Sea to North Sunderland	31	14 8 8	–	– – –	1	– 6 –	32	14 14 8
From Sea to Holy Island	158	76 5 –	3	2 17 6	1	– 10 –	162	79 12 6
TOTAL	10,597	5,746 18 5	2,021	1,061 12 1	5,033	3,071 17 6	17,651	9,880 8 –

(2.)—OUTWARDS.

From Shields to Sea	5,680	3,325 10 10	2,079	1,892 19 8	2,318	1,957 13 5	10,077	7,176 3 11
From Newcastle to Shields	1,445	1,030 16 1	382	286 17 2	800	468 13 1	2,627	1,786 6 4
From Sunderland to Sea	1,037	881 10 6	274	241 18 9	123	96 6 1	1,434	1,219 15 4
From Seaham to Sea	2,665	2,033 1 6	118	92 4 9	96	63 6 3	2,879	2,188 12 6
From Hartlepool to Sea*	969	819 13 –	112	98 13 –	327	242 18 10	1,408	1,161 4 10
From Hartlepool West Docks to Sea	873	728 4 5	445	385 9 7	163	118 19 10	1,481	1,232 13 10
From Middlesbro' to Sea† / From Stockton to Sea	236	232 10 4	146	160 7 6	427	318 16 9	809	711 14 7
From Whitby to Sea	422	172 6 11	19	9 16 1	11	5 5 –	452	187 8 –
From Blyth to Sea	324	254 19 6	365	304 6 9	151	105 19 9	840	665 6 –
From Warkworth to Sea	86	64 12 3	96	72 3 5	16	10 1 9	198	146 17 5
From North Sunderland to Sea	31	12 8 2	–	– – –	1	– 6 –	32	12 14 2
From North Sea and East Coast to Sea	–	– – –	205	1,003 15 –	89	594 10 –	294	1,598 5 –
From Holy Island to Sea	145	70 9 7	3	2 17 6	–	– – –	148	73 7 1
TOTAL	13,913	9,626 3 1	4,244	4,551 9 2	4,522	3,982 16 9	22,679	18,160 9 –

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted into the above Ports.

Vessels.	No. of Vessels.	Total Pilotage.
		£. s. d.
English	12,618	6,808 10 6
Foreign	5,033	3,071 17 6
TOTAL	17,651	9,880 8 –

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted out of the above Ports.

Vessels.	No. of Vessels.	Total Pilotage.
		£. s. d.
English	18,157	14,177 12 3
Foreign	4,522	3,982 16 9
TOTAL	22,679	18,160 9 –

* The Returns for Hartlepool and West Hartlepool are from January to July inclusive.
† Middlesbro' and Stockton are included in one Return, as the "Tees."

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received in respect of Pilots and Pilotage.

NEWCASTLE-ON-TYNE.

Dr.	£.	*s.*	*d.*	*Cr.*	£.	*s.*	*d.*
To amount brought forward - - -	11,233	17	1	By amount paid for salaries of secretary, clerk, and other officers - - -	233	–	–
To amount received as contribution to superannuation or widows' fund - - -	249	11	–	By amount paid for rent of offices, &c. -	38	18	11
To amount received from Tyne Improvement Commissioners - - - - -	233	10	–	By amount paid for pensions or superannuations - - - - - - -	332	–	–
To amount received from Whittle Dene Water Company - - - - - -	90	–	–	By balance carried to next account - -	11,392	19	2
To amount received from Union Bank, as interest - - - - - - - -	200	–	–				
£.	11,996	18	1	£.	11,996	18	1

SHIELDS.

Dr.	£.	*s.*	*d.*	*Cr.*	£.	*s.*	*d.*
To amount brought forward - - -	8,446	2	3	By amount paid for salaries of secretary, clerk, and other officers - - -	251	6	1
To amount received as contribution to superannuation or widows' fund - - -	386	1	–	By amount paid for rent of offices, &c. -	56	2	1
To amount received from Tyne Improvement Commissioners - - - - -	151	2	–	By amount paid for or in respect of pilot boats, buoys, &c. - - - - - -	35	8	3
To amount received from dividends on Consols - - - - - - - -	148	10	–	By amount paid for pensions or superannuations - - - - - - -	563	13	–
To amount received from interest, Union Bank - - - - - - - - -	14	6	7	By balance carried to next account - -	8,239	12	5
£.	9,146	1	10	£.	9,146	1	10

SUNDERLAND.

Dr.	£.	*s.*	*d.*	*Cr.*	£.	*s.*	*d.*
To amount received as contribution to superannuation or widows' fund - - -	38	18	–	By balance brought forward - - -	1,021	4	4
To balance carried to next account - -	1,268	4	7	By amount paid for salaries of secretary, clerk, and other officers - - -	221	–	–
				By amount paid for rent of offices, &c. -	15	15	–
				By amount paid for or in respect of pilot boats, buoys, &c. - - - - - -	7	2	–
				By amount paid for pensions or superannuations - - - - - - -	42	1	3
£.	1,307	2	7	£.	1,307	2	7

NORTH SUNDERLAND.

Dr.	£.	*s.*	*d.*	*Cr.*	£.	*s.*	*d.*
To balance carried to next account - -	165	4	7	By amount brought forward - - -	145	4	7
				By amount paid for salaries of secretary, clerk, and other officers - - -	20	–	–
£.	165	4	7	£.	165	4	7

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNTS—*continued.*

SEAHAM.

Dr.	£.	*s.*	*d.*	*Cr.*	£.	*s.*	*d.*
To amount brought forward - - -	192	15	10	By amount paid for salaries of secretary, clerk, and other officers - - -	28	–	6
To amount received as contribution to superannuation or widows' fund - - -	25	–	–	By balance carried to next account - -	197	18	5
To amount received from River Tyne Commissioners - - - - - - -	6	2	7				
To amount received from Union Bank -	2	–	6				
£.	225	18	11	£.	225	18	11

HARTLEPOOL.

Dr.	£.	*s.*	*d.*	*Cr.*	£.	*s.*	*d.*
To amount brought forward - - -	458	1	6	By amount paid for salaries of secretary, clerk, and other officers - - -	26	9	6
To amount received as contribution to superannuation or widows' fund - - -	1	10	–	By amount paid for rent of offices, &c. -	2	–	–
To amount received from Tyne Improvement Commissioners - - - - -	10	7	10	By amount paid for pensions or superannuations - - - - - - -	21	–	9
To amount received from Union Bank -	11	4	9	By balance carried to next account - -	431	13	10
£.	481	4	1	£.	481	4	1

WEST HARTLEPOOL.

Dr.	£.	*s.*	*d.*	*Cr.*	£.	*s.*	*d.*
To amount brought forward - - -	71	18	6	By amount paid for salaries of secretary, clerk, and other officers - - -	21	9	6
To amount received as contribution to superannuation or widows' fund - - -	24	–	–	By balance carried to next account - -	77	12	6
To amount received from Union Bank -	3	3	6				
£.	99	2	–	£.	99	2	–

TEES.

Dr.	£.	*s.*	*d.*	*Cr.*	£.	*s.*	*d.*
To amount brought forward - - -	538	8	3	By amount paid for salaries of secretary, clerk, and other officers - - -	25	–	–
To amount received as contribution to superannuation or widows' fund - - -	13	10	–	By amount paid for rent of offices, &c. -	1	3	9
To amount received from Tyne Improvement Commissioners - - - - -	25	19	7	By amount paid for pensions or superannuations - - - - - - -	32	14	6
				By balance carried to next account - -	518	19	7
£.	577	17	10	£.	577	17	10

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNTS—*continued.*

WHITBY.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation or widows' fund - - -	18	11	3	By balance brought forward - - -	114	17	9
balance carried to next account - -	145	17	8	By amount paid for salaries of secretary, clerk, and other officers - - - -	21	5	9
				By amount paid for rent of offices, &c. -	7	6	11
				By amount paid for pensions or superannuations - - - - - - - -	20	18	6
£.	164	8	11	£.	164	8	11

BLYTH.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation or widows' fund - - -	12	13	–	By balance brought forward - - - -	114	14	5
To balance carried to next account - -	156	1	–	By amount paid for salaries of secretary, clerk, and other officers - - - -	45	–	–
				By amount paid for rent of offices, &c. -	8	19	7
£.	168	14	–	£.	168	14	–

WARKWORTH.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance carried to next account - -	130	16	1	By balance brought forward - - -	110	16	1
				By amount paid for salaries of secretary, clerk, and other officers - - - -	20	–	–
£.	130	16	1	£	130	16	1

HOLY ISLAND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received from pilots' payments during the past two years - - -	16	10	–	By amount brought forward - - -	68	2	10
To balance carried to next account - -	73	13	4	By amount paid for salaries of secretary, clerk, and other officers - - - -	20	–	–
				By amount paid for pensions or superannuations - - - - - - - -	2	–	6
£.	90	3	4	£.	90	3	4

13 February 1865.

James Gordon, Under Secretary.

PORT OF ARUNDEL.

REGULATIONS issued by the Commissioners of the Port.

The Regulations printed at p. 63 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of PILOTS.

The Persons mentioned at p. 71 of Parl. Paper, No. 264 of 1863, are still acting.

RATES.

The Rates of Pilotage are the same as printed at p. 70 of Parl. Paper, No. 174 of 1855.

AMOUNT received for Pilotage of Vessels in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.				Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.				£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	110	84 15 3	23	11 17 5	-	nil -	18	16 11 10	–	- -	151	113 4 6
From Sea to Ford and beyond Ford.	16	12 11 –	–	- -	-	- -	1	1 11 9	–	- -	17	14 2 9
Total - - -	126	97 6 3	23	11 17 5	-	- -	19	18 3 7	–	- -	168	127 7 3

(2.)—OUTWARDS.

From Harbour to Sea - -	111	50 2 –	22	8 1 2	-	nil -	15	6 6 9	3	3 9 6	151	67 19 5
From Ford and beyond Ford to Sea.	16	6 16 11	–	- -	-	- -	1	15 10	–	- -	17	7 12 9
Total - - -	127	56 18 11	22	8 1 2	-	- -	16	7 2 7	3	3 9 6	168	75 12 2

Note.—The Pilots receive their own fees, keep their own boats, &c.

17 February 1865. *Richard Holmes*, Clerk.

PORT OF BERWICK.

BYE-LAWS.

The Bye-Laws printed at p. 86 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

See p. 65 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 72 of Parl. Paper, No. 264 of 1863.

PORT OF BERWICK—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

Pilotage is not compulsory, and no record is kept.

ACCOUNT of MONIES Received and Expended.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates - - -	- 17 6	By amount paid for salaries of secretary, clerk, and others - - - - - -	- 17 6

23 February 1865. *R. Home*, Clerk.

PORT OF BOSTON.

BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE.

By the 16th and 32d Geo. 3, the Mayor, Recorder, Deputy Recorder, Aldermen, Town Clerk, and Common Council of the borough of Boston, together with forty-five other Commissioners, being merchants, owners, commanders of a ship or vessel trading to and from the said port, or an inhabitant of the said borough, shall and may be Commissioners for carrying into execution the provisions of the above-named Acts of Parliament, and by the said Acts of Parliament they can at any time or times make, ordain, and establish such Orders, Rules, and Bye-Laws for the regulation and government of the masters and commanders of ships trading to and from the said port, and of the pilots to be appointed and licensed under the said Acts of Parliament, and which said Orders, Rules and Bye-Laws shall be considered as part and parcel of the above-named Acts of Parliament.

Copies of the above-named Acts of Parliament, and also copies of the Orders, Rules, and Bye-Laws for the regulation of vessels frequenting the said port, the guidance of pilots belonging thereto, with the rates or prices of pilotage, have been sent to the Board of Trade.

RATES of PILOTAGE.

The Rates printed at pp. 88, 89, of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

See p. 66 of Parl. Paper, No. 416 of 1864.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	About	£. s. d.	About	£. s. d.	About	£. s. d.	About	£. s. d.	About	£. s. d.
From High Horn to Boston (11 miles) -	175	91 - -	7	9 12 6	6	4 14 6	18	24 15 -	206	130 2 -

(2.)—OUTWARDS.

From Boston to High Horn (11 miles) -	About 122	65 2 3	About 11	8 3 3	About 9	7 17 6	About 15	11 16 3	About 157	92 19 3

No account can be given as regards the vessels towed by steam, as the Steam Towing Company render no account to the Pilot Commissioners.

PORT OF BOSTON—*continued.*

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account - -	44	11	3	By amount paid for salaries of clerk and other officers - - - - - - - - -	50	11	–
To amount of fees received from applicants for licenses and certificates - - - - -	3	4	6	By amount paid for or in respect of pilot boats, buoys, &c. - - - - - - - -	10	–	10
To gross amount for - - Inward pilotage	130	2	–	By amount paid to pilots for taking care of pilot sloop and lighting the swing light on board the sloop for two years, ending 28th November 1864 - - - - - -	14	14	–
To gross amount for - - Outward pilotage	92	19	3	By amount paid for licenses and certificates -	3	4	6
To amount received from other sources: on one penny per ton on coal and merchandize	194	2	7	By amount paid to pilots for piloting ships trading to this port, for the year 1864 -	223	1	3
				By sundry other expenses - - - - -	20	6	9
				By balance carried to next account - -	143	1	3
£.	464	19	7	£.	464	19	7

20 April 1865.

George York, Clerk.

PORT OF BRISTOL.

BYE-LAWS and RATES of PILOTAGE.

The Bye-Laws printed at pp. 90–94, and the Rates at pp. 91, 92, of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

Thomas Ellis - - - - aged 31	Samuel J. Bailey - - - aged 31		Port of Bristol and the Bristol Channel.
Richard Case - - - - - 35	Joseph Rowles - - - - - 48		
William Dickens - - - - 56	George Buck - - - - - 48		
James E. Dickens - - - - 31	James Buck - - - - - 40		
William Rowland - - - - 42	Samuel Humphries - - - - 47		
Edward Canley - - - - 36	John Carey - - - - - 33		
John Smith - - - - - 40	John Dickens - - - - - 52		
William Selway - - - - 39	Charles Porter - - - - - 38		
James D. Hall - - - - - 43	James Shephard - - - - - 60		
James Mitchell - - - - - 42	John Scarrett - - - - - 48		
Thomas B. Hazell - - - - 48	George Carey - - - - - 37		
John S. Bailey - - - - - 42	George Rumney, jun. - - - - 51		
Joseph S. Sippett - - - - 42	Edward J. Callaway - - - - 37		
John Pains - - - - - 38	Alfred Ray - - - - - 32		
John Perfitt - - - - - 69	John Adams - - - - - 39		
Charles Case - - - - - 35	Thomas Carey - - - - - 39		
Edward Camerford - - - - 38	Edwin Carey - - - - - 32		
William H. Gilmore - - - - 35	George Reed - - - - - 45		
Alfred C. Bailey - - - - - 31	William G. Bailey - - - - 35		
John Percival - - - - - 43	William Reed - - - - - 41		
George Craddy - - - - - 43	John R. Reed - - - - - 35		
John Thomas - - - - - 49	William Preston - - - - - 40		
William Ray, jun. - - - - 36	William Thomas, sen. - - - - 46		
Joseph H. Buck - - - - - 44	William Mansfield - - - - 39		
Joseph Brown - - - - - 58			
Charles Adams - - - - - 51	Edward Bullock - - - - - 47		
Thomas Fowler - - - - - 41	Robert Steimer - - - - - 42		
William Poole - - - - - 52	Samuel Shephard - - - - - 31		
James Rowland - - - - - 60	John Ray - - - - - - 67		
Charles Rumney - - - - - 48	William Thomas, jun. - - - - 37		
Samuel Buck - - - - - 39	James W. Buck - - - - - 44		
John G. Gilmore - - - - 52	Charles Marshall - - - - 49		
Edward Craddy - - - - - 51	Alfred Cheswell - - - - - 30		
William Ray, sen. - - - - 68	John Gilmore - - - - - 47		
George Somers - - - - - 41	George Rumney, jun. - - - - 42		

NAMES of APPRENTICES.

Alfred Lee - - - - - aged 18	Thomas Thayer - - - - aged 18
Thomas Hunt - - - - - 20	William G. Coombs - - - - 18

PORT OF BRISTOL—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS.*	BRITISH VESSELS. OVERSEA. No.	BRITISH VESSELS. OVERSEA. Amount.	FOREIGN VESSELS. No.	FOREIGN VESSELS. Amount.	TOTALS. No.	TOTALS. Amount.
			£. s. d.		£. s. d.		£. s. d.
From Lundy to Swansea District	nil	17	70 12 –	41	164 5 6	58	234 17 6
From Lundy to Bridgwater District	–	1	3 12 –	–	–	1	3 12 –
From Lundy to Cardiff District	–	31	186 – 9	80	446 4 6	111	632 5 3
From Lundy to Newport District	–	10	78 4 –	27	199 – –	37	277 4 –
From Lundy to Kingroad	–	43	289 4 –	79	480 – –	122	769 4 –
From Lundy to Cumberland Basin	–	310	2,476 7 –	271	2,249 – 9	581	4,725 7 9
From Coombe to Cardiff District	–	1	3 6 –	1	4 7 –	2	7 13 –
From Coombe to Kingroad	–	5	16 15 –	2	9 9 –	7	26 4 –
From Coombe to Cumberland Basin	–	21	100 3 9	11	59 9 9	32	159 13 6
From Minehead to Cardiff District	–	–	–	1	1 4 –	1	1 4 –
From Minehead to Newport District	–	–	–	1	1 18 –	1	1 18 –
From Minehead to Kingroad	–	1	1 3 –	1	1 10 –	2	2 13 –
From Minehead to Cumberland Basin	–	16	52 17 9	11	41 18 –	27	94 15 9
From Holmes to Kingroad	–	1	1 8 6	1	– 11 6	2	2 – –
From Holmes to Cumberland Basin	–	24	53 18 –	19	42 13 –	43	96 11 –
From Cardiff to Cumberland Basin	–	7	18 10 –	6	13 11 9	13	32 1 9
From Newport to Cumberland Basin	–	1	5 11 –	–	–	1	5 11 –
From Kingroad to Cumberland Basin	–	73	107 17 6	54	71 6 9	127	179 4 3
TOTAL	–	562	3,465 10 3	606	3,786 9 6	1,168	7,251 19 9

(2.)—OUTWARDS.

From Cumberland Basin to Kingroad	nil	6	11 18 6	–	–	6	11 18 6
From Cumberland Basin to Newport District	–	35	107 6 9	9	29 15 3	44	137 2 –
From Cumberland Basin to Cardiff District	–	202	628 8 6	176	585 13 6	378	1,214 2 –
From Cumberland Basin to Swansea District	–	22	141 7 2	7	44 11 9	29	185 18 11
From Cumberland Basin to Lundy	–	109	821 18 9	78	617 15 –	187	1,439 13 9
From Kingroad to Lundy	–	1	8 12 –	1	6 9 –	2	15 1 –
From Newport District to Lundy	–	4	28 14 –	–	–	4	28 14 –
From Cardiff District to Lundy	–	5	26 13 –	9	45 15 3	14	72 8 3
From Cumberland Basin to Bideford	–	5	31 14 –	–	–	5	31 14 –
TOTAL	–	389	1,806 12 8	280	1,329 19 9	669	3,136 12 5

* The Coasting and Irish Trade free of Pilotage; and all vessels under 80 tons optional.

Note.—All vessels are towed by steam from Cumberland Basin to Kingroad; no deduction of Pilotage in consequence.

	£. s. d.	£. s. d.
Gross Amount of Pilotage for the year 1864 — Inwards	7,251 19 9	
Outwards	3,136 12 5	
Gross Receipts £.		10,388 12 2
Less,—Expenses paid by Pilots in Wages and Assistants — Inwards	2,819 13 8	
Outwards	1,347 16 –	
		4,167 9 8
Net Receipts £.		6,221 2 6

Shirehampton, Port of Bristol,
24 February 1865.

John Drew, Haven Master.

PORT OF CARDIFF.

The limit of this Pilotage District is the Port of Cardiff, and that portion of the Bristol Channel which lies eastward of Lundy Island, up to and including Kingroad and the River Rhymney to Rhymney Bridge.
This pilotage is not compulsory, but may be obtained over all or any portion of this district, at the discretion of the masters of vessels.

BYE-LAWS, Regulations, and Rates of Pilotage.

See p. 68 of Parl. Paper, No. 416 of 1864.

NAMES and AGES of PILOTS.

See p. 69 of Parl. Paper, No. 416 of 1864. Omit T. Steele, Channel. Add R. P. Lloyd and John Harris, Port.

AMOUNT received for Pilotage of Vessels (Inwards and Outwards) in 1864.

DISTANCES for which PILOTED.	No.	Amount.
		£. s. d.
English Vessels:		
From the Bute Docks to the Cardiff Roads	1,824	3,304 15 10
From the Bute Docks to Nash	251	212 6 –
From the Bute Docks to Coomb	152	310 11 –
From the Bute Docks to Lundy	345	1,961 2 8
Sundries	209	211 1 –
Foreign Vessels:		
From the Bute Docks to the Cardiff Roads	1,702	2,867 5 4
From the Bute Docks to Nash	220	225 8 8
From the Bute Docks to Coomb	196	396 2 –
From the Bute Docks to Lundy	598	2,331 18 6
Sundries	192	140 16 6
Total	5,689	11,961 7 6

The charges of In and Out of Dock are always made in one amount, and not separate. Foreign vessels same charge as English.

ACCOUNT of the Receipt and Expenditure of all Monies received by or on behalf of Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account	652 17 6	By amount paid for salaries of secretary, clerk, and other officers	200 – –
To amount of fees received from applicants for licences and certificates	40 15 6		
To amount received for fines and forfeitures	9 – –	By amount paid for rent of offices, &c.	219 3 11
To gross amount received for { Inward pilotage / Outward pilotage }	11,609 10 –	By amount paid pilots for pilotage, &c.	11,486 10 11
To amount received from extra days and tides	351 17 6		
To amount received from other sources	4 5 4	By balance carried to next account	762 11 –
£.	12,668 5 10	£.	12,668 5 10

20 February 1865. *J. Jones*, Clerk.

PORT OF CHESTER.

BYE-LAWS.—Nil.

NAMES of PILOTS.—*See* p. 77 of Parl. Paper, No. 264 of 1863.

RATES of PILOTAGE.—The Rates printed at p. 69 of Parl. Paper, No. 243 of 1861, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1864.

No information received.

ACCOUNT of the Receipt and Expenditure of Monies received on behalf of PILOTAGE.

No information received.

PORT OF CLAY.

BYE-LAWS.—Nil.

NAMES of PILOTS.—*See* p. 71 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.—The Rates printed at p. 104 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.					FOREIGN VESSELS.	TOTALS.	
	COASTERS.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.			No.	Amount.
		£. s. d.		£. s. d.				£. s. d.
From Sea to Harbour - -	68	33 12 3	71	42 3 6	- nil - -	- nil - - -	139	75 15 9

(2.)—OUTWARDS.

From Harbour to Sea - -	74	32 13 -	62	33 17 3	- nil - -	- - nil - -	136	66 10 3

20 February 1865.

R. C. Wells, Clerk.

PORT OF DOUGLAS, ISLE OF MAN.

BYE-LAWS.—Nil.

NAMES of PILOTS.

Joseph Hogg - - - aged 50	Thomas Cannell - - aged 57	Joseph Kewley - - aged 46
William Proctor - - - 48	Robert Kewley - - - 62	George Brooks - - - 77
William Quirk - - - 3	Charles Skelly - - - 47	John T. R. Jelly - - - 48
William Cowell - - - 36	John Skelly - - - - 56	John Nugent - - - - 46
William Bridson - - - 69	John Costain - - - - 45	

RATES of PILOTAGE.

The Rates are the same as printed at p. 105 of Parl. Paper, No. 516 of 1855.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

BRITISH VESSELS. COASTERS.		FOREIGN VESSELS.		TOTALS.	
No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.
10	9 8 –	8	8 – –	18	17 8 –

(2.)—OUTWARDS.

BRITISH VESSELS. COASTERS.		FOREIGN VESSELS.		TOTALS.	
No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.
5	3 9 –	5	4 5 –	10	7 14 –

18 February 1865. *John Clague*, Harbour Master.

PORT OF GLOUCESTER.

The limit of this Pilotage District is that portion of the Bristol Channel which lies eastward of Lundy Island, including the river Severn, to the City of Gloucester, and the river Wye to Chepstow Bridge.

This pilotage is not compulsory, but may be obtained over all or any portion of this district, at the discretion of masters of vessels.

BYE-LAWS and REGULATIONS, and RATES of PILOTAGE.

See p. 79 of Parl. Paper, No. 264 of 1863.

NAMES of PILOTS.

See p. 72 of Parl. Paper, No. 416 of 1864.

NAMES of APPRENTICES.

See p. 72 of Parliamentary Paper, No. 416 of 1864.

PORT OF GLOUCESTER—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£ s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Lundy Island to Sharpness.	2	8 7 6	–	– – –	4	14 5 –	6	40 9 4½	1	4 – –	–	– – –	9	36 5 7	9	40 11 10½	30	145 19 4
From Nash to Sharpness	4	8 12 6	1	7 1 3	4	12 5 6	23	114 18 1½	1	1 – –	–	– – –	9	26 15 6	23	100 – –	65	270 12 10½
From Holmes to Sharpness.	14	33 2 6	6	18 15 6	7	14 11 –	17	55 14 4½	–	– – –	–	– – –	29	72 17 –	22	64 10 7½	95	259 11 –
From King Road to Sharpness.	500	626 19 5½	7	12 1 1½	42	76 2 10	80	222 10 4½	–	– – –	–	– – –	67	134 9 –	154	385 10 –	850	1,457 12 9½
TOTAL - -	519	673 1 11½	14	37 17 10½	57	117 4 4	126	433 12 3	2	5 – –	–	– – –	114	270 7 1	208	596 12 6	1,040	2,133 16 –

(2.)—OUTWARDS.

From Sharpness to King Road.	456	545 13 3½	73	87 16 4½	9	10 – 6	27	44 9 1	12	17 11 5½	63	77 14 –	5	8 5 6	4	6 17 1½	649	793 7 4
From Sharpness to Holmes.	3	6 3 –	6	11 4 –	3	7 12 6	106	322 1 1½	11	25 16 5	171	433 – –	1	3 2 6	18	50 4 4½	319	859 3 11
From Sharpness to Nash	–	– – –	–	– – –	–	– – –	1	5 2 6	–	– – –	–	– – –	2	6 – –	4	18 16 9	7	29 19 3
From Sharpness to Lundy Island.	–	– – –	1	4 7 6	–	– – –	7	49 18 –	–	– – –	4	18 9 –	–	– – –	11	65 6 –	23	138 – 6
TOTAL - - -	459	551 16 3½	80	103 7 10½	12	17 13 –	141	421 10 8½	23	43 7 10½	238	529 3 –	8	17 8 –	37	141 4 3	998	1,825 11 –

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account - -	97 7 4	By amount paid for salaries of secretary, clerk, and other officers - - -	81 17 –
To amount of fees received from applicants for licenses and certificates - - - -	22 1 –	By amount paid for stationery, printing, &c.	1 9 –
To amount received as contributions to superannuation or widows' fund - - -	197 19 11	By amount paid to pilots—their earnings -	3,959 7 –
To gross amount received for Inward pilotage	2,133 16 –	By amount paid to Trinity House, at the rate of 3*l.* 5*s.* per annum for each pilot, to secure to the pilots the benefit of the poundage paid to the Trinity Board by such pilots, prior to the passing of the Bristol Channel Pilotage Act, 1861 (17 pilots) - - - - - - - -	55 5 –
To gross amount received for Outward pilotage	1,825 11 –		
To amount received from other sources - -	38 4 6	By travelling expenses of Pilotage Board -	9 1 4
		By amount paid for the purchase of 107*l.* 17*s.* 8*d.*, Three per Cent. Consols -	97 7 4
		By balance carried to next account - -	110 13 1
£.	4,314 19 9	£.	4,314 19 9

7 October 1865.

A. H. Jenkins, Clerk.

PORT OF HARTLEPOOL.

BYE-LAWS.

The Pilotage Commission has not issued, and there are no Bye-Laws in existence, other than those imposed by "The Merchant Shipping Act, 1854."

NAMES and AGES of PILOTS.

No deaths have been reported, and no new licenses or acting orders have been granted by the Hartlepool Pilotage Commission, from 1st September to 31st December 1864, and therefore the returns of the Newcastle Trinity House will be sufficient.

RATES of PILOTAGE.

For every British ship or other vessel piloted and conducted within the Hartlepool Pilotage District, from and including the 1st day of April to the 1st day of October in any year, at the rate of 1 *s.* 3 *d.* for every foot of water which such ship or vessel draws.

For every ship or vessel so piloted and conducted, from and including the 1st day of October in any year to the 1st day of April in the following year, at the rate of 1 *s.* 6 *d.* for each such foot.

AMOUNT received for Pilotage of Vessels in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Sea to Hartlepool West Dock (from September to December 1864, inclusive).	406	232 4 1½	235	188 14 5½	201	161 7 6	842	582 6 1
From the Sea to Hartlepool Harbour (from September to December 1864, inclusive).	702	399 19 9½	39	25 6 –	254	137 7 9	995	562 13 6½
Total - - -	1,108	632 3 11	274	214 – 5½	455	298 15 3	1,837	1,144 19 7½

(2.)—OUTWARDS.

From Hartlepool West Harbour to Sea (from September to December 1864, inclusive).	383	352 17 10½	166	148 4 7	125	103 8 –	674	604 10 5½
From Hartlepool Harbour to Sea (from September to December 1864, inclusive).	585	497 19 –	49	49 17 –	221	188 12 –	855	736 8 –
Total - - -	968	850 16 10½	215	198 1 7	346	292 – –	1,529	1,340 18 5½

Note.—All vessels coming to either of these ports pay tonnage dues, whether towed in by steam or not.

ACCOUNT of Receipt and Expenditure of all Monies received on behalf of Pilotage.

This return cannot be made up until the expiration of the first year of office, which will be in August 1865.

13 May 1865. *Edward Turnbull*, Clerk.

PORT OF KING'S LYNN.

BYE-LAWS for Regulation of Pilots and Pilotage, 1864.

At the Court at *Windsor*, the 1st day of March, 1864.

Present:—The Queen's Most Excellent Majesty in Council.

Merchant Shipping Act, 1854, s. 333. Power to make bye-laws, with consent of Her Majesty in Council.

Whereas by the 333d section of the Merchant Shipping Act, 1854, it is enacted, that, subject to the provisions contained in the fifth part of that Act, it shall be lawful for every pilotage authority, by bye-laws made with the consent of Her Majesty in Council, from time to time, to do within its district all or any of the things specified in that behalf in the said section:

Bye-laws in schedule submitted for Her Majesty's consent.

And whereas the Pilotage Commissioners of the Port of King's Lynn, being the pilotage authority for the Port of King's Lynn, within the meaning of the said recited Act, have made and submitted for the consent of Her Majesty certain regulations (which are set forth in the Schedule hereunto annexed), with respect to pilots and pilotage within the district and under the jurisdiction of the said Pilotage Commissioners:

And whereas it has been made to appear to Her Majesty, that the said regulations are proper and reasonable:

Bye-laws approved by Her Majesty in Council.

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to approve of and signify Her consent to the said regulations of the said Pilotage Commissioners, with respect to pilots and pilotage within their district, and under their jurisdiction.

SCHEDULE.

Duties of the Headsman.

To have the control of pilotage.

1. The Headsman shall have the whole control of the pilotage in the channel, subject to the Merchant Shipping Acts, the Local Act of Parliament, the Bye-laws, and the Board of Commissioners.

To attend daily at pilot office.

2. He shall, by himself or deputy, attend at the Pilot-office at all reasonable hours, and afford every possible facility to owners and captains as to matters of pilotage.

To keep book of earnings and distribute same monthly.

3. He shall keep proper books and entries of pilot earnings, and distribute the same monthly as prescribed.

To keep a register of ships, and a journal of accidents, and report same.

4. He shall keep a register of all ships arriving at and leaving the port, and a journal in which shall be entered all accidents to vessels (however occurring) while in charge of a pilot, and report the same to the Board of Commissioners at the meeting next after such accident.

To report misconduct of pilots.

5. He shall report to the Commissioners any case of misconduct or insubordination on the part of the pilots.

To regulate turns of ships and general duties of pilots.

6. He shall regulate the turns of ships applying for pilots, and give orders to the masters as to boarding in the channel, and generally as to the several duties of masters and pilots.

To survey the channel at least once a month.

7. He shall personally survey the channel at least once in every month, and at such other times as he may think to be necessary.

To send immediately assistance to vessels in distress. Pilots to relieve such vessels. Pilots to obtain Commissioners' consent to recover salvage.

8. He shall, on the first notice of any vessel or vessels being on shore and in distress within the port (in preference to all other things) send all the assistance in his power to such vessel or vessels. And all pilots having knowledge of such matters whilst in the channel, shall do their utmost to relieve such vessel or vessels without first coming up to town for the Headsman's orders for that purpose, but no proceedings shall be taken in the Admiralty Court or otherwise by the pilots for recovery of salvage, without the consent of the Commissioners being first had and obtained.

To discharge pilots from keels or barges in certain cases.

9. He shall in all cases where it shall appear to him that keels or barges coming up the channel can get into town the same tide, and do not proceed thither, discharge the pilot or pilots from the said keels or barges, unless sufficient cause be assigned to him for making the delay.

Duties of Masters.

To attend at pilot office for instructions.

10. The master of each sloop shall attend at the pilot-office for instructions from the superintendent, and shall strictly adhere to such instructions while on board the sloops.

To see that bye-laws are enforced whilst in the channel.

11. He shall be responsible for the orderly conduct of the pilots while on board, and for the proper boarding of vessels, and shall see that the requisite signals are hoisted and a proper watch kept, and generally that the bye-laws are enforced, so far as relates to matters in the channel.

To report misconduct of pilots.

12. He shall report any instance of improper conduct on the part of any of the pilots to the Headsman.

Not to leave pilot vessel.

13. He shall in no case leave the pilot vessel while down the channel.

Duties of Pilots.

To conform to instructions of headsman and masters.

14. The pilots shall strictly conform to the instructions of the Headsman while on shore, and to the masters while on board the sloops.

To report accidents to headsman.

15. They shall severally report any accident occurring to any vessel in their charge to the Headsman immediately on their arrival at Lynn.

To report what ship they have been on board.

16. They shall always on arriving at Lynn report immediately to the Headsman what ship they have been on board, and where they have left her.

17. The

PORT OF KING'S LYNN—*continued.*

17. The bell affixed on the pilot-office shall be rung at all times when the Headsman shall think proper a quarter of an hour, for calling the pilots to attend and receive his orders for going down with the sloop, and for other matters; and such pilots as shall neglect or refuse to go to the office at the ringing of the bell, shall be deemed guilty of neglect of duty, and liable to the consequences thereof. — To attend at pilot office on the ringing of bell.

18. They shall take their regular turns in piloting ships or vessels either down or up the channel, as the Headsman or the master or deputed master of the pilot sloops shall direct. — To take their turns in piloting as directed.

19. They shall attend every day at the pilot-office, when not employed in piloting, from the beginning of flood until high water, and at such other times of the day as are necessary, there to receive the orders and directions of their Headsman. — To attend daily at pilot office when not employed to receive orders.

20. The pilot who shall have the charge of any ship or vessel lying in the roads, or at any place between the roads and the town, either inward or outward bound, shall not leave such ship or vessel and go on shore without first obtaining permission from the master of such ship or vessel. — Not to leave ships in their charge, and lying in roads, without leave of masters.

21. Pilots appointed to pilot ships or vessels down the channel, shall on no account whatever, either at the request, or by permission, of the master of such ships or vessels, leave or quit them (by allowing themselves to be put ashore) before their arrival in the roads. — Not to quit outward bound ships till they arrive in roads.

22. When any pilot shall, by accident or otherwise, lay any ship or vessel aground which he shall have in charge, such pilot shall not of his own accord, under any pretence whatever, leave the ship or vessel until she be afloat and in safety. — Vessels aground not to be left.

23. The pilots shall at all times board ships and vessels bound to Lynn, in preference to boarding vessels (being strangers), which may be in the roads bound to any other port, and they shall, if on board any vessel not bound to Lynn, quit such vessel immediately on the arrival in the roads of any vessel wanting a pilot bound to Lynn. — To board vessels bound to Lynn in preference to others.

24. They shall not on any account anchor Humber keels or other vessels so as to obstruct the free navigation of ships or vessels going up and down the channel. — Keels, &c., not to be brought up so as to obstruct navigation.

25. Whenever any buoy or beacon shall be lost, or out of its place, the pilots shall forthwith acquaint the headsman with the circumstance, in order that it may be replaced with as little delay as possible. — To acquaint the headsman when buoys, &c., are out of place.

26. All the pilots, but especially the masters or deputed masters of the pilot sloops, shall observe particularly any alteration which may take place in the channel, and report from time to time such alteration to the headsman. — To report alterations in channel.

27. Each pilot shall be allowed a fortnight's leave of absence in every year, at the discretion of the headsman as to time; such leave however shall not be granted between the 1st October and 31st May. Any pilot having leave granted, other than as above, shall pay to the pilot fund 3*s.* 6*d.* per day during his absence. — As to absence of pilots.

28. If any pilot when in charge of any ship, by wilful breach of duty, or by neglect of duty, or by reason of drunkenness, does any act tending to the immediate loss, destruction, or serious damage of such ship, or tending immediately to endanger the life or limb of any person on board such ship, or if any pilot by wilful breach of daty, or by neglect of duty, or by reason of drunkenness refuses or omits to do any lawful act proper and requisite to be done by him, for preserving such ship from loss, destruction or serious damage, or for preserving any person belonging to or on board of such ship from danger to life or limb, the pilot so offending shall, for each such offence, be liable to suspension or dismissal by the Commissioners. — Penalty on pilots endangering ships, life, or limb.

29. Any case of misconduct in regard to any of the pilots will be dealt with by the Board of Commissioners, and where necessary, fines, suspension, or dismissal will be adjudged at the discretion of the Board. — Penalty in cases of misconduct.

The Pilot Sloops.

30. The pilot sloops shall always be at the disposal of the headsman for the purposes of surveying, buoying, conveying pilots, and the general work in the channel, subject to the contract with the owners, and the special orders of the Commissioners. — To be at disposal of headsman.

31. One pilot sloop shall be always down the channel, and, when at anchor in the roads, shall ride by slip moorings, and from sunset to sunrise display a white light at the masthead. — One to be always in channel.

32. She shall be distinguished by the characteristics and signals prescribed by the Merchant Shipping Act, 1854, that is to say:— — Characteristics of pilot sloops.

(*a*) A black colour painted or tarred outside, with the exception of such names and numbers as are hereinafter mentioned.

(*b*) On her stern the name of the owner thereof, and the port to which she belongs, painted in white letters, at least one inch broad and three inches long, and on each bow the number of the license of such boat or ship.

(*c*) When afloat a flag at the masthead or on a sprit, or staff, or in some other equally conspicuous situation, such flag to be of large dimensions compared with the size of the vessel carrying the same, and to be of two colours, the upper horizontal half white, and the lower horizontal half red.

33. When all the pilots have been boarded, a black ball shall be hoisted (in the day time) at the masthead in place of the ordinary signal. — A ball to be hoisted when all the pilots have been boarded.

34. The pilot sloops shall at all times when in town lay afloat, if possible, on the west side of the channel. — To lay afloat at west side when in town.

The Superannuated Fund.

35. The above fund shall be sustained as follows:— — How to be sustained.

(*a*) Every pilot shall contribute to it 10*s.* monthly from his earnings.

(*b*) All fines levied upon pilots shall be paid to the account of the fund.

(*c*) Ten per cent. shall be deducted from all amounts received from salvages, and be paid to the account of the fund.

 36. Each

PORT OF KING'S LYNN—*continued.*

Each superannuated pilot to receive 20 *l.* per annum.

36. Each pilot when superannuated, shall receive 20 *l.* per annum from the Superannuated Fund.

Receipts and payments to fund may be varied by Commissioners.

37. The above amount of receipts and payments in respect of the Superannuated Fund may hereafter be varied according to circumstances by the Commissioners.

As to eligibility to fund.

38. No pilot hereafter licensed shall be eligible to the Superannuated Fund, until he shall have served at least 25 years as a working pilot.

General Regulations.

Age of admission to service.

39. No person shall be accepted as a pilot, whether as an apprentice or otherwise, whose age shall exceed 30 years.

Pilots not to be excused on account of illness without certificate.

40. The headsman shall not excuse any pilot from the exercise of his duty, on account of, or under any pretence of illness, unless such illness shall be certified in writing, under the hand of some known physician, surgeon, or apothecary.

Pilots not doing duty through illness, how to be paid.

41. Any pilot being excused as above shall produce a similar certificate monthly, and at the end of three months from the date of the first certificate he shall, if still unable to discharge his ordinary duty, be put upon half-pay, and at the end of six months he shall, if eligible, be put on superannuated allowance.

How long to receive pay and retain office when unable to work.

42. If the pilot be not eligible to the superannuated allowance, he shall remain on half-pay for twelve months, after which his pay shall cease, and if he shall be unable to resume his duties within two years after the date of his first certificate, his name shall be erased, and he shall cease to be a pilot of the port.

Not more than one pilot to be put on board a vessel unless in distress.

43. Not more than one pilot shall be put on board any foreign or other ship or vessel, unless such ship or vessel shall have a signal of distress flying.

Masters of ships to apply at pilot office for a pilot, and pay pilotage.

44. All masters of ships and vessels wanting pilots shall apply to the headsman at the pilot-office, and there pay what shall be due for their pilotage both inward and outward, and for tideswork previous to a pilot being appointed to such ship or vessel.

Headsman not to appoint a pilot to a ship before clearance.

45. Every master of a ship or vessel wanting a pilot shall produce to the headsman the meter's or other officer's certificate of clearance or discharge of the ship or vessel for which he applies for a pilot, and unless such certificate be produced to the headsman, or he is otherwise satisfied that the ship or vessel has discharged her cargo, he is not to appoint a pilot to such ship or vessel.

Arrival at Bell Buoy to regulate turns of inward bound vessels.

46. The pilots shall (unless impracticable) board inward bound vessels at the Bell Buoy. The first ship or vessel arriving at the Bell Buoy (such buoy bearing north-west) shall be entitled to the first pilot, and every ship or vessel so arriving and which cannot from her large burden proceed up the channel immediately, shall be boarded in her turn, and the pilot shall remain on board till the vessel can proceed to town.

Exemption from pilotage in certain cases.

47. All vessels bound to Lynn shall be free from the payment of pilotage in the event of such vessels not being able to obtain the services of a pilot, and in every case of inward or outward navigation, where a pilot has refused to go on board a vessel in any part of the channel, the pilotage shall be remitted.

Masters of ships to report to pilots the time of their arrival at the Bell Buoy.

48. The shipowners of this port are requested to give strict charge to their several masters of ships or vessels to make a true report to the pilots, when boarded, of the time of their arrival at the Bell Buoy, such buoy bearing north-west, in order that the proper turns of their several vessels may be attended to.

Turns to be taken by pilots of outward bound ships.

49. When any ships or vessels are coming up the channel into town, and there are others in the harbour outward bound, wanting pilots, the first ship or vessel in turn shall claim the first pilot coming into town, and so on in turn, as pilots may afterwards come in with ships and vessels.

Distance to which ships are to be piloted.

50. Every ship or vessel shall be piloted so far down as the Bell Buoy.

To secure correct delivery of letters.

51. All letters required to be delivered on board ships in the roads shall be sent to the pilot-office, and the headsman shall provide a proper bag for the same, which shall be kept under lock and key. The headsman shall be answerable for the custody of the said bag, and for such steps being taken as shall secure the correct delivery of all letters placed in his charge. A register shall be kept at the pilot-office of all letters received by the headsman, the date of such receipts, and the date and mode of delivery. In case of the non-delivery of any such letters within a reasonable time, the cause shall be stated in the register, and the headsman shall not communicate to any person (other than the pilots), the address of any letter received by him.

Map of channel to be kept at pilot office and town hall.

52. A proper map of the channel, showing all the buoys, with a reference describing the size of each buoy, shall be prepared, and a copy thereof kept at the pilot-office, and also at the town hall, for the service of the Corporation and Commissioners.

Bye-laws to be given to pilots and shipowners and kept on board sloops and at pilot office.

53. Every pilot shall be furnished with a copy of the bye-laws, and a copy shall always be kept on board each sloop, and at the pilot-office, and shall be given on application to the shipowners.

NAMES of PILOTS.

M. R. Garland (Headsman)	aged —	Thomas Thompson	aged 59	Thomas Shafto	aged 53
John Armes (Master of Sloops)	72	George Burton	58	Richard Thompson	53
James Cook (Master of Sloops)	65	Peter Hart	54	James Hitchcock	59
Samuel Wright	61	John Harle	44	E. H. Neach	55
Charles Bartle	65	Robert Fysh	54	Samuel Greenacre	48
William Hewitt	66	James Coston	55	Thurlow G. Rayner	46
Richard Jackson	59	Samuel Teasel	54	William Jones	41

RATES of PILOTAGE.

Draught of Water of Vessels when loaded.	Not exceeding 10 feet	1 *s.* 6 *d.* per foot.
	Exceeding 10 feet, and not exceeding 12 feet	1 *s.* 9 *d.* „
	Exceeding 12 feet, and not exceeding 14½ feet	2 *s.* „
	Exceeding 14½ feet	2 *s.* 6 *d.* „

No allowance made for any number of inches not amounting to half a foot.

PORT OF KING'S LYNN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Lynn Roads to Lynn Harbour	1,068	791 5 4½	67	56 10 9½	62	46 6 11	1,197	894 3 1

(2.)—OUTWARDS.

From Lynn Harbour to Lynn Roads	1,090	592 13 1	56	35 12 10½	63	33 17 -½	1,209	662 3 -

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account (Superannuation Fund) - - - - - -	3	-	-	By amount paid for or in respect of hire of pilot boats - - - - - -	200	-	-
To gross amount received for { Inward pilotage	894	3	1	By amount paid for pensions or superannuations - - - - - -	140	-	-
To gross amount received for { Outward pilotage	662	3	-	By amount divided among the working pilots and masters of sloops - - -	1,376	12	9½
To amount received for foreign claims - -	102	14	-	Wages - - - - - - - -	84	16	-
To amount received from harbour moorings' dues, for salaries of masters of two pilot sloops - - - - - - - -	160	-	-	Coals, candles, &c. - - - - -	5	11	4
				Stamps and stationery - - - -	-	16	-
				Hire of extra boat - - - - -	1	12	-
				Extra labour and incidental expenses -	5	1	9½
				By balance carried to next account - -	-	-	2
				Ditto - Superannuation Fund -	7	10	-
£.	1,822	-	1	£.	1,822	-	1

24 February 1865. *J. O. Smetham*, Clerk.

PORT OF LANCASTER.

BYE-LAWS and RATES of PILOTAGE.

The Bye-Laws printed at pp. 142, 143, and the Rates at pp. 143, 144 of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.

Robert Gerrard -	aged 58	Richard Raby -	aged 22	William Dickinson	aged 52	John Gerrard -	aged 39
John Grimshaw - -	33	Richard Gerrard -	62	James Spencer - -	36	Richard Thompson -	40

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Glasson Dock -	10	8 17 -	2	4 19 -	8	20 17 -	10	36 13 -	3	7 17 6	7	27 2 6	40	106 6 -

(2.)—OUTWARDS.

From Glasson Dock to Sea -	3	2 14 -	-	- - -	1	1 12 -	9	21 16 -	2	3 4 -	8	18 8 -	23	47 14 -

16 February 1865. *John Walker*, Clerk.

PORT OF LIVERPOOL.

BYE-LAWS.

The Bye-Laws printed at pp. 68–73 of Parl. Paper, No. 270 of 1862, are still in force.

NAMES of PILOTS.

See pp. 76, 77, and 78 of Parl. Paper, No. 416 of 1864. Omit the names of William Hughes, Alfred M. Rogers, James Hudson, George Bond, John B. Tyrer, John Bainbridge, William Jones, Samuel Dawson, William Lancaster, Richard Parry, and Joseph Pass. Add the names of Samuel Dawson, aged 33, John Owens, aged 25, and Thomas Muston, aged 39.

The following Apprentices have been licensed as full Pilots within the year:—

Owen Griffiths - - - aged 26	William Jones - - - aged 24	Richard Williams - - aged 24
John Roberts - - - - 23	Thomas Deacon - - - 26	John Hughes - - - - 28
John Williams - - - - 30	Horatio Hawkins - - - 24	Daniel Hughes - - - - 25
James H. Irving - - - 29		Charles Dunnage - - - 28

NAMES of APPRENTICES.

I. Dickson - - - aged 18	R. Leigh - - - - aged 20	Jonathan Hetherington - aged 19
G. Dawson - - - - 19	R. Miller - - - - 18	Charles Jones - - - - 18
James S. Holmes - - - 20	J. S. Williamson - - - 18	James Munro - - - - 20
W. Davies - - - - 20	W. Roberts - - - - 18	W. Roberts - - - - 21
James S. Warden - - - 20	W. Jones - - - - - 19	W. Harrison - - - - 18
D. W. Wissett - - - - 19		Thomas Rood - - - - 18

Robert P. J. Simpson, Superintendent of Pilots.

RATES of PILOTAGE.

See p. 86 of Parliamentary Paper, No. 264 of 1863.

AMOUNT received for INWARD and OUTWARD PILOTAGE in 1864.

BRITISH VESSELS.

OVERSEA.						COASTERS.						AMOUNT.	
INWARD.				OUTWARD.		INWARD.				OUTWARD.		INWARD & OUTWARD.	
No.	Western.	No.	Hoylake.	No.	Amount.	No.	Western.	No.	Hoylake.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
3,257	22,558 11 8	925	4,499 4 6	4,165	14,186 16 5	97	271 17 3	3,629	3,017 5 –	215	275 6 6	12,288	44,809 1 4

FOREIGN VESSELS.						AMOUNT.		TOTAL AMOUNT.	
INWARD.				OUTWARD.		INWARD and OUTWARD.		BRITISH and FOREIGN.	
								INWARDS and OUTWARDS.	
No.	Western.	No.	Hoylake.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1,037	6,441 18 –	251	1,118 3 6	1,342	3,773 14 6	2,630	11,333 16 –	14,918	56,142 17 4
							Compensation Money from September 1863 to September 1864 - - -		9,438 6 –
								£.	65,581 3 4

Errors and omissions excepted.

Liverpool, 4 March 1865.

John Leece, Collector of Pilotage.

PORT OF LIVERPOOL—*continued.*

ACCOUNT of the PILOTAGE ANNUITY FUND for 1864.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account - -	8,225	16	11	By cash paid for salaries of secretary, superintendent, and office boy - - - -	611	11	–
To cash received for licenses - - -	1,041	12	–	By cash paid for rent of office at Prince's Dock	74	18	4
To cash received for licenses to masters and mates - - - - - - - -	43	1	–	By cash paid for pensions and superannuations	1,733	2	11
To cash received for renewed boat licenses -	53	11	–	By cash paid for expenses of annual survey -	70	14	6
To cash received for per-centage on pilotage rates - - - - - - - -	1,346	–	4	By cash paid for rates and taxes on office -	15	15	–
To cash received for fines and forfeitures -	57	15	6	By cash paid examination committee for examination expenses - - - - - -	105	–	–
To cash received for interest on dock bond and bank account - - - - - -	358	6	6	By cash paid for stationery and printing -	41	13	5
To cash received for return of income tax deducted from interest on dock bond - -	11	6	2	By cash paid for ironmongery, office furniture, repairs, &c. - - - - - - -	9	7	10
				By cash paid for gas, coal, and water - -	7	18	1
				By cash paid for cleaning office - - -	15	12	–
				By cash paid for miscellaneous disbursements	84	15	5
				By balance carried down - - - -	8,367	–	11
£.	11,137	9	5	£.	11,137	9	5
To balance brought down - - - £.	8,367	–	11				

Amount invested in two bonds of the Mersey Docks and Harbour Board, £. 8,000; viz.—

No. 4,614, for £. 7,500 at 4½ per cent. interest, redeemable 1 January 1868.
No. 17,033, for - 500 at 5 - ditto - ditto - - ditto.

£. 8,000

Dock Office, Liverpool,
23 February 1865.

Fred. Hewitt,
pro Treasurer.

PORT OF LLANELLY.

BYE-LAWS and RATES of PILOTAGE issued by the LLANELLY HARBOUR COMMISSIONERS.

The Bye-Laws and Rates printed at pp. 76-78 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of PILOTS.

William Lewis (1st) aged 71	William Lewis (2d) aged 60	William Roberts, jun. aged 42	John Edwards - aged 37
William Roberts - - 65	James Lewis - - - 63	John Williams - - 43	John Voss - - - 40
William Richards (1st) - 64	Francis Randell - - 64	Thomas Colebrook - - 46	Henry Winch - - 42
Philip Hugh - - 66	William Lewis (4th) - 50	Christopher Lewis - - 40	David Thomas - - 34
William Richards (2d) - 56	William Christopher - 48	Hector Rees - - - 51	Thomas Phillips - - 35
Richard Thomas - - 69	David Charles - - 49	John Hughes - - 47	James Edwards - - 31
David Richards - - 49	William Lewis (3d) - 53	William Hughes (2d) - 37	David Edwards - - 30
William Wilson - - 56	Phillip Beynon - - 45	John Perrott (2d) - - 35	William Charles - - 29
John Perrott (1st) - - 48	Robert Hopkins - - 58	Robert Thomas - - 38	James Winch } auxiliary pilots 48
William Bowen (2d) - 55	Richard Christopher - 42	Thomas Perrott - - 38	Thomas Lewis } auxiliary pilots 48
William Hughes (1st) - 54	John Gay - - - 47	Daniel Rees - - - 37	Thomas Davis } auxiliary pilots 52

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Llanelly - -	1,797	1,518 15 6	305	307 2 –	20	12 4 5	401	256 2 6	2,523	2,094 4 5

(2.)—OUTWARDS.

From Llanelly to Sea - -	1,871	1,352 11 2	343	348 7 2	–	– –	454	243 12 8	2,668	1,944 11 –

Note.—All vessels are equally privileged; rates the same, whether towed or not by steam.

31 January 1865.

B. Jones,
Secretary or Clerk.

PORT OF NEWPORT (MONMOUTH).

The limit of this Pilotage District is that portion of the Bristol Channel which lies eastward of Lundy Island, up to and including King Road and the River Usk as far as the Caerleon Bridge.

Pilotage is not compulsory, but may be obtained over all or any portion of this district, at the discretion of the masters of vessels.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 88 of Parl. Paper, No. 264 of 1863.

The following alterations have since been made by Order of Her Majesty in Council :—

At the Court at Osborne House, *Isle of Wight*, the 28th day of July, 1864.

Present :—The Queen's Most Excellent Majesty in Council.

Whereas by the 333d section of "The Merchant Shipping Act, 1854," it is enacted that, subject to the provisions contained in the fifth part of that Act, it shall be lawful for every pilotage authority by bye-law, made with the consent of Her Majesty in Council, from time to time, to do within its districts all or any of the things specified in that behalf in the said section: And whereas the Pilotage Board of the port of Newport, being the pilotage authority for the Port of Newport, within the meaning of the said recited Act, have made and submitted for the consent of Her Majesty, a new bye-law (which is set forth in the schedule hereunto annexed), fixing the remuneration to be hereafter paid to pilots in lieu of the rates for pilotage specified in the first of the bye-laws and regulations, with respect to pilots and pilotage within the district and under the jurisdiction of the said Pilotage Board, which were approved by Order in Council, dated the Twenty-sixth of April, One thousand eight hundred and sixty-two: And whereas it has been made to appear to Her Majesty, that the said bye-law is proper and reasonable: Now, therefore, Her Majesty, by virtue of the powers vested in her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to approve of and signify her consent to the said new bye-law of the said Pilotage Board of the Port of Newport, in lieu of the said existing bye-law No. 1.

SCHEDULE.

Every Licensed Pilot employed in Piloting Vessels to or from the Port of Newport shall be paid the following Pilotage Rates, according to the registered tonnage of the Vessel.

For Vessels Laden and Unladen.

	If under 100 tons.	If 100 and under 200.	If 200 and under 300.	If 300 and under 400.	If 400 and under 500.	If 500 and under 600.	If 600 and under 800.	If 800 and under 1000.	If 1,000 tons and upwards.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Newport to mouth of River Usk	– 10 –	– 15 –	– 17 6	1 2 6	1 5 –	1 6 –	1 8 –	1 10 –	1 12 –
Newport to the Holmes or Cardiff Roads	– 13 –	1 – –	1 10 –	1 15 –	2 1 –	2 3 –	2 8 –	2 12 –	2 16 –
Between the Holmes or Cardiff Roads and Minehead or King Road, or any point east of Minehead, and west of King Road	– 7 6	– 10 –	– 15 –	– 17 6	1 – –	1 2 6	1 5 –	1 10 –	1 15 –
Between the Holmes or Cardiff Roads and Coombe, or any point west of Minehead or Nash Point, and east of Coombe	– 17 6	1 5 –	1 15 –	1 17 6	2 2 6	2 7 6	2 15 –	3 5 –	3 15 –
Between the Holmes or Cardiff Roads and Lundy Island, or any point west of Coombe	1 5 –	1 12 6	2 10 –	2 17 6	3 5 –	3 15 –	4 5 –	5 5 –	6 – –

At the Court at *Windsor*, the 9th day of March, 1865.

Present :—The Queen's Most Excellent Majesty in Council.

Whereas by the 333d section of "The Merchant Shipping Act, 1854," it is enacted that, subject to the provisions contained in the fifth part of that Act, it shall be lawful for every pilotage authority, by bye-law, made with the consent of Her Majesty in Council, from time to time, to do within its districts all or any of the things specified in that behalf in the said section:

And whereas the Pilotage Board of the Port of Newport, being the pilotage authority for the Port of Newport within the meaning of the said recited Act, made and submitted for the consent of Her Majesty certain bye-laws, which were approved by Order in Council, dated the Twenty-sixth day of April, One thousand eight hundred and sixty-two:

And whereas one of such bye-laws was the following, viz. :—"No. 7. No person shall be eligible or shall be appointed to act as a pilot, unless he shall have served a regular apprenticeship to a pilot of the district for five years, and been at least two years in the coasting or oversea trade, or shall have been engaged in the coasting trade in the waters of the district for not less than five years, and no person shall be eligible if less than twenty-five years or more than forty-five years of age :"

And whereas the said Pilotage Board have made and submitted for the consent of Her Majesty, a new bye-law (which is set forth in the schedule hereunto annexed), in lieu of the said bye-law above recited:

And whereas it has been made to appear to Her Majesty that the said new bye-law is reasonable and proper:

Now, therefore, Her Majesty, by virtue of the power vested in her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to approve of, and signify her consent to, the substitution of the said new bye-law of the said Pilotage Board, in lieu of the said recited bye-law,

SCHEDULE.

Bye-law above referred to.

7. No person shall be eligible, or shall be appointed to act as a pilot, unless he shall have served a regular apprenticeship to a pilot of the district of five years, and been at least two years in the coasting or over-sea trade, or shall have been engaged in the coasting trade in the waters of the district for not less than five years, and no person shall be eligible if less than twenty-three years and more than forty-five years of age.

PORT OF NEWPORT (MONMOUTH)—*continued.*

NAMES of PILOTS.

See p. 81 of Parl. Paper, No. 416 of 1864. Omit the name of George Morgan, and add that of James Pearce, aged 29

NAMES of APPRENTICES.

Robert Carey	aged 16	Charles Dallimore	aged 16
Isaac Gilmore	18	John Davis	16
Jonathan Harply	15	William Henry Watkins	17
William Henry Richardson	17	Thomas Williams	19
Samuel J. Small	18	Charles Thomas	17

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount £. s. d.
From River's Mouth to Newport.	3	1 16 8	10	8 1 10	4	3 6 –	14	11 13 6	–	– – –	8	7 12 4	39	32 10 4
From Holmes to Newport	22	18 6 4	122	212 3 4	12	10 3 4	162	248 19 8	16	12 18 6	188	332 11 6	522	835 2 8
From Nash Point to Newport.	5	6 5 4	15	33 10 6	9	14 10 6	61	146 17 8	6	8 19 10	35	79 9 –	131	289 12 10
From Coombe to Newport	–	– –	3	14 2 2	–	– –	22	93 16 –	3	6 – 6	47	101 9 4	55	215 8 –
From Lundy to Newport	–	– –	–	– –	–	– –	23	110 13 8	3	11 5 –	40	187 15 –	66	309 13 8
TOTAL	30	26 8 4	150	267 17 10	25	27 19 10	282	612 – 6	28	39 3 10	318	708 17 2	813	1,682 7 6

(2.)—OUTWARDS.

From Newport to River's Mouth.	83	52 19 2	15	10 14 2	11	7 5 2	14	10 10 –	–	– –	14	8 3 6	137	89 12 –
From Newport to Holmes	23	18 9 8	124	207 11 4	12	10 3 8	174	260 – –	28	19 13 –	118	173 1 2	479	688 18 10
From Newport to Nash Point.	–	– –	5	12 17 8	2	3 – –	40	100 14 6	3	2 8 –	38	95 11 –	88	214 11 2
From Newport to Coombe	–	– –	1	4 13 1	–	– –	14	48 18 –	3	7 10 –	15	63 8 10	33	124 9 11
From Newport to Lundy	–	– –	2	11 5 4	–	– –	102	558 11 –	3	9 5 –	121	693 12 4	228	1,272 13 8
TOTAL	106	71 8 10	147	247 1 7	25	20 8 10	344	978 13 6	37	38 16 –	306	1,033 16 10	965	2,390 5 7

The pilots of this district are licensed for the whole distance. No vessels piloted before reaching the limits of the pilotage waters.

ACCOUNT of MONIES received in respect of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account	260 19 1	By amount paid for salaries of secretary, clerk, and other officers	100 – –
To amount of fees received from applicants for licenses and certificates	29 13 –	By amount paid for rent of offices, &c.	77 5 9
To amount received as contribution to superannuation or widows' fund	240 8 3	By amount paid for pensions or superannuations	6 10 –
To gross amount received for Inward pilotage	1,682 7 6	By amount paid for Inward pilotage	1,682 7 6
To gross amount received for Outward pilotage	2,390 5 7	By amount paid for Outward pilotage	2,390 5 7
To amount received from other sources	131 6 5	By balance carried to next account	478 11 –
£.	4,734 19 10	£.	4,734 19 10

21 February 1865.

John S. Phillips, Secretary.

PORTH CAWL.

Bye-Laws and Rates of Pilotage issued by the Llynvi Valley Railway Company.
The Bye-Laws and Rates printed at pp. 88–89 of Parl. Paper, No. 174 of 1857, are still in force.

NAMES of PILOTS.

See p. 82 of Parl. Paper, No. 416 of 1864.

AMOUNT received for Pilotage of Vessels in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA.	FOREIGN VESSELS. Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
Llynvi Valley Railway Company:		£. s. d.			£. s. d.		£. s. d.
Into Porth Cawl Harbour - -	221	30 – 3	- - nil - -	1	– 7 6	222	30 7 9
Porth Cawl Harbour Committee:							
Into Porth Cawl Harbour - -	138	21 6 –	- - nil - -	- -	nil - -	138	21 6 –

(2.)—OUTWARDS.

Llynvi Valley Railway Company:							
Out of Porth Cawl Harbour - -	221	30 – 3	- - nil - -	1	– 7 6	222	30 7 9
Porth Cawl Harbour Committee:							
Out of Porth Cawl Harbour - -	138	21 6 –	- - nil - -	- -	nil - -	138	21 6 –

Note.—On the 1st August 1864, Porth Cawl Harbour became the joint property of the Llynvi Valley Railway Company, and the Drymore Valley Railway Company; and a Committee of Directors from both Companies, under the title of the "Porth Cawl Harbour Committee," are now the Pilotage Authorities.

ACCOUNT of the Monies received in respect of Pilotage.

Llynvi Valley Railway Company.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for { Inward pilotage	30 7 9	By amount paid for salary of harbourmaster -	90 8 4
{ Outward pilotage	30 7 9	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	17 15 –
To amount received from other sources -	9 – –		
To amount charged to the Llynvi Valley Railway Company - - - - -	99 3 4	By amount paid for pilotage - - -	60 15 6
£.	168 18 10	£.	168 18 10

Porth Cawl Harbour Committee.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for { Inward pilotage	21 6 3	By amount paid for salary of harbourmaster -	64 11 8
{ Outward pilotage	21 6 3	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	8 6 –
To amount received from other sources -	6 5 –		
To amount charged to the Porth Cawl Harbour Committee - - - - -	66 12 8	By amount paid for pilotage - - -	42 12 6
£.	115 10 2	£.	115 10 2

10 March 1865.

Geo. F. Saunders, Secretary.

PORT OF SWANSEA.

REGULATIONS and RATES of PILOTAGE.

See p. 83 of Parl. Paper, No. 416 of 1864.

NAMES of PILOTS.

See p. 83 of Parl. Paper, No. 416 of 1864.

Add the names of—

W. Edwards - - - aged 35

David Rosser - - - - 32

Samuel Harman - - - - aged 38

Samuel Hughes - - - - - 27

Nicholas Johnson - - - - - 25

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.			(2.)—OUTWARDS.		
DISTANCE for which Piloted.	Number of Vessels.	Amount.	DISTANCE for which Piloted.	Number of Vessels.	Amount.
		£. s. d.			£. s. d.
From Sea to Swansea - -	4,800	3,871 – 9	From Swansea to Sea - -	- -	3,134 9 9

ACCOUNT of MONIES received in respect of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance in hand, 31st December 1863 -	836 7 7	By amount paid to pilots - - - -	5,270 10 –
To amount of fees received from applicants for licenses and certificates - - -	118 2 6	By amount paid for or in respect of pilot boats, hobblers, &c. - - - - - - -	1,735 – 6
To amount received as contribution to superannuation fund - - - - - -	105 18 6	By amount paid for pensions or superannuations - - - - - - -	157 18 –
To gross amount received for - - - - { Inward pilotage -	3,871 – 9		
{ Outward pilotage	3,134 9 9	By balance carried to next account - -	942 14 2
To amount received for interest on money invested - - - - - - -	40 3 7		
£.	8,106 2 8	£.	8,106 2 8

31 March 1865.

Lewis Thomas, Clerk.

SCOTLAND.

PORT OF ABERBROTHWICK, OR ARBROATH.

REGULATIONS issued by the HARBOUR TRUSTEES.

The Regulations printed in Parl. Paper, No. 516 of 1855, pp. 176, 177, are still in force.

NAMES of PILOTS.

The Persons mentioned at p. 92 of Parl. Paper, No. 264 of 1863, are still acting.

RATES of PILOTAGE.

The Rates printed at p. 77 of Parl. Paper, No. 354 of 1856, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1864.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1. At 1½ *d.* per ton	3	4 13 6	-	-	-	-	3	4 19 6
Pilot Master's Fees	-	- 6 -						
2. At 2½ *d.* per ton	17	9 13 10½	-	-	-	-	17	11 7 10½
Pilot Master's Fees	-	1 14 -						
3. At 3 *d.* per ton	468	434 2 6	-	-	-	-	468	466 5 6
Pilot Master's Fees	-	32 3 -						
4. At 3½ *d.* per ton	-	-	41	104 4 3	-	-	41	108 6 3
Pilot Master's Fees	-	-	-	4 2 -				
5. At 3½ *d.* per ton	-	-	-	-	24	45 19 4	24	48 7 4
Pilot Master's Fees	-	-	-	-	-	2 8 -		
TOTAL	488	482 12 10½	41	108 6 3	24	48 7 4	553	639 6 5½

Note.—Only one charge is made at this Port for both Outward and Inward Pilotage; and this Return includes Outward Pilotage for the Year.

ACCOUNT of MONIES received and expended.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for pilotage -	598 13 5½	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	16 12 3
To amount received for pilot master's fees -	40 13 -	By amount paid collector, commission for collecting pilotage, at 2½ per cent. - -	14 19 4
		By amount paid to 20 pilots, in equal shares	567 1 10½
		By amount retained by Harbour Trustees, for pilot master's salary - - - -	40 13 -
£.	639 6 5½	£.	639 6 5½

6 March 1865.

John Macdonald, Clerk.

PORT OF ABERDEEN.

Regulations and Rates of Pilotage issued by the Harbour Commissioners.—The Regulations printed at pp. 179-181, and the Rates printed at pp. 181, 182, of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.

James Robertson	aged 44	George Fowler	aged 43	John Caie	aged 43	William Morrice	aged 45
George Allan	59	William Smith	58	John Morrice	40	William Smith	60
Charles Smith	54	Alexander Paterson	29	Alexander Morrice	51	Alexander Smith	37
John Guyan	32	Alexander Allan	30	William Guyan	40	William Smith	29
Alexander Fowler	49	John Main	29	Alexander Morrice	58	George Morrice	32

NAMES of ASSISTANTS.

Kenneth Robertson	aged 61	William Allan	aged 64	Anthony Baxter	aged 45
John Walker	25	James Morrice	31	John Mitchell	31
Andrew Fowler	45	Alexander Morrice	25	Alexander Baxter	45
Robert Hunter	37				

AMOUNT received for Pilotage of Vessels in 1864.*

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Aberdeen Harbour and Dock	2,212	1,025 6 2	145	88 2 6	3	1 8 –	154	67 1 6	2,514	1,181 18 2

(2.)—OUTWARDS.

From Aberdeen Harbour and Dock to Sea	584	381 10 –	25	16 15 –	96	8 – –	23	14 9 –	728	420 14 –

5 June 1865. *Alexander Gauld*, Captain Pilot of the Port of Aberdeen.

* The money received for pilotage is paid to the pilots themselves.

PORT OF AYR.

Regulations and Rates of Pilotage issued by the Harbour Trustees.—The Regulations printed at pp. 95, 96, and the Rates at p. 96 of Parl Paper, No. 5, Sess. 2, of 1857, are still in force.

Names of Pilots.—*See* p. 85 of Parl. Paper, No. 416 of 1864.

AMOUNT received for Pilotage of Vessels in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Bay to the Harbour	1,324	310 15 5	10	10 5 9	5	2 9 7	1,339	323 10 9

(2.)—OUTWARDS.

From the Harbour to the Bay	1,382	339 15 8	10	10 5 9	5	2 9 7	1,397	352 11 –

Note.—The rates of pilotage are the same for vessels, whether towed or not towed by steam, the distance being short and the rates small.

PORT OF AYR—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.		£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for - -	Inward pilotage -	323	10	9	By amount paid for salaries of officers, viz., captain pilot, pilots, and boatmen - -	309	3	–
	Outward pilotage -	352	11	–	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	21	8	8
					By balance carried to next account - -	345	10	1
	£.	676	1	9	£.	676	1	9

17 February 1865. *W. Bone,* Secretary.

PORT OF DUNDEE.

REGULATIONS issued by the Joint Committee.—The Regulations printed at pp. 81–85 of Parl. Paper, No. 354 of 1856, are still in force.

NAMES of PILOTS.

See p. 86 of Parl. Paper, No. 416 of 1864. Omit the name of John Lee. Add the name of J. Cockswill, aged 25.

RATES.

The Rates of Pilotage are the same as printed at pp. 187–190 of Parl. Paper, No. 516 of 1855.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Buoy of Tay to Docks - - -	–	- -	193	416 1 11	–	- -	200	420 7 –	393	836 8 11
From Buoy of Tay to Dundee Docks -	99	117 7 10	6	8 8 3	6	5 1 8	26	29 12 2	137	160 9 11
From Carolina Roads to Dundee Docks -	–	- -	7	4 13 10	–	- -	–	- -	7	4 13 10
From Buoy of Tay to Carolina Roads -	19	12 5 –	–	- -	4	2 15 9	–	- -	23	15 – 9
From Carolina Roads to Dundee Docks -	3	1 4 –	–	- -	1	– 5 8	–	- -	4	1 9 8
TOTAL - - -	121	130 16 10	206	429 4 –	11	8 3 1	226	449 19 2	564	1,018 3 1

(2.)—OUTWARDS.

From the Docks to the Buoy of Tay -	–	- -	109	220 17 10	–	- -	130	240 5 6	239	461 3 4
From the Docks to the Buoy of Tay -	81	76 9 1	–	- -	39	35 2 6	–	- -	120	111 11 7
From Carolina Roads to Buoy of Tay -	–	- -	–	- -	–	- -	2	2 – 6	2	2 – 6
From Carolina Roads to Buoy of Tay -	2	– 16 –	–	- -	5	2 13 6	–	- -	7	3 9 6
TOTAL - - -	83	77 5 1	109	220 17 10	44	37 16 –	132	242 6 –	368	578 4 11

PORT OF DUNDEE—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	32	3	6	By amount paid for salaries of secretary, clerk, and other officers - - - - -	30	–	–
To gross amount received for { Inward pilotage / Outward pilotage }	1,018	3	1	By amount of wages paid to pilots - -	855	6	11
	578	4	11	By amount of bonus paid to pilots - -	219	5	–
To amount for pilot master's fees - -	88	7	6	By amount of sums to extra pilots and petty disbursements - - - - - - -	45	13	11
To amount received from other sources -	26	6	1	By amount of provisions furnished to pilots -	272	8	1½
To amount of interest from bank - -	3	–	6	By amount for keeping cutters, &c., in good condition, coals, insurance, &c. - -	252	12	–½
To amount of balance due bank, at 31st December 1864, carried to next account -	45	13	1	By amount of dividends to subscribers for new pilot cutter - - - - - -	45	7	8
				By amount for sinking fund for the year -	71	5	–
£.	1,791	18	8	£.	1,791	18	8

SINKING FUND.	£.	s.	d.	ACCOUNT.	£.	s.	d.
To balance brought from last year - -	101	–		By amount repaid to subscribers for new pilot cutter - - - - - - - -	60	–	–
To amount of interest from bank - -	2	16	5	By balance carried to next account - -	115	1	5
To amount of deposit for the year - -	71	5	–				
£.	175	1	5	£.	175	1	5

21 February 1865. *Geo. Taylor*, Secretary.

PORT OF GLASGOW.

BYE-LAWS and RATES of PILOTAGE issued by the *Clyde* Pilot Board.—The Bye-Laws printed at pp. 88-90, and the Rates at p. 90 of Parl. Paper, No. 287 of 1860, are still in force.

NAMES of PILOTS.

See p. 87 of Parl. Paper, No. 416 of 1864. Omit the name of Robert Sommerville, who has ceased to act. Add the names of Thomas Montgomery, aged 27; W. M'Cullum, aged 43; Neil Leitch, aged 37.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Greenock to Glasgow.	16	132 10 –	894	799 9 –	25	30 6 1	511	707 7 1	10	12 9 2	159	185 1 2	1,715	1,867 2 6

(2.)—OUTWARDS.

From Glasgow to Greenock.	50	64 1 –	896	1,054 1 11	19	30 10 4	719	1,455 3 3	9	12 – –	175	243 1 3	1,868	2,858 17 9

PORT OF GLASGOW—*continued.*

ACCOUNTS of the PILOT BOARD at *Glasgow.*

As to the PILOTAGE earned and paid to Pilots for One Year.

	£.	s.	d.		£.	s.	d.
Amount of pilotage earned from January to December	4,726	–	1	Amount paid to pilots	4,253	9	5
				Balance brought down	472	10	8
				£.	4,726	–	1

As to the REVENUE and EXPENDITURE of the Pilot Board.

REVENUE.	£.	s.	d.	EXPENDITURE.	£.	s.	d.
Amount retained from pilots, as per above account	472	10	8	Salaries	219	5	2
116 licenses issued to pilots	121	16	–	General charges	21	10	2
Amount of fines levied from pilots	8	12	10	Allowances to pilots and families	253	8	5
Entry money	20	–	–	Surplus revenue	248	13	5
Interest	119	17	8				
£.	742	17	2	£.	742	17	2

BALANCE SHEET.

31 December 1864:	£.	s.	d.	£.	s.	d.	31 December 1864:	£.	s.	d.
To surplus, as per account ending 31 December 1863	2,951	12	9				By Clyde Trustees, sum lodged in their hands	2,800	–	–
Surplus for year ending 31 December 1864	248	13	5				By James Alexander, collector, for pilotage on vessels in harbour, unpaid at this date	130	5	2
				3,200	6	2	By cash in Clydesdale Bank	270	1	–
			£.	3,200	6	2	£.	3,200	6	2

13 March 1865. *A. Turner*, Secretary.

PORT OF GREENOCK.

BYE-LAWS and RATES of PILOTAGE.—*See* p. 88 of Parl. Paper, No. 416 of 1864.

NAMES of PILOTS (DEEP SEA).

See p. 89 of Parl. Paper, No. 416 of 1864. Omit the names of George Brown, John Galbraith, William Howieson, and John M'Lean, who have ceased to act.

PORT OF GREENOCK—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From any place betwixt the Cumbrae and Cloch Lights to Greenock or Port Glasgow.	nil	7	25 – 10	18	67 3 11	2	15 7 11	4	16 15 –	31	124 7 8
From a line drawn between the Cloch Light and Dunoon Pier to Port Glasgow, or to any intermediate place, or from any intermediate place to any other intermediate place.	–	3	4 13 2	29	35 6 9	2	– 10 –	16	16 18 8	50	57 8 7
From Greenock, or off Greenock, to Gareloch Head.	–	4	12 10 11	3	7 1 8	1	1 10 –	1	3 15 9	9	24 18 4
TOTAL – – –	–	14	42 4 11	50	109 12 4	5	17 7 11	21	37 9 5	90	206 14 7

(2.)—OUTWARDS.

From Greenock or Port Glasgow to Cumbrae and Cloch Lights.	nil	20	128 15 8	84	425 2 3	16	108 1 10	24	104 5 3	144	766 5 –
From Port Glasgow to a line drawn between the Cloch Light and Dunoon Pier, or to any intermediate place, or from any intermediate place to any other intermediate place.	–	–	–	5	9 5 –	1	3 – –	–	–	6	12 5 –
TOTAL – – –	–	20	128 15 8	89	434 7 3	17	111 1 10	24	104 5 3	150	778 10 –

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates – – –	4 – –	By amount paid secretary – – –	4 – –
To gross amount received by pilots for inward pilotage – – – – – – – –	206 14 7	By amount retained by pilots – – –	985 4 7
To gross amount received by pilots for outward pilotage – – – – – – – –	778 10 –		
£.	989 4 7	£.	989 4 7

Note.—The pilots collect their own pilotages.

7 April 1865.

John Kerr Gray, Secretary.

PORT OF IRVINE.

REGULATIONS, NAMES of PILOTS, and RATES of PILOTAGE.—*See* p. 90 of Parl. Paper, No. 416 of 1864.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS (COASTERS).		FOREIGN VESSELS.	TOTALS.	
	No.	Amount.		No.	Amount.
		£. s. d.			£. s. d.
From outside of Bar into the Harbour - - -	67	3 4 3¾	- - nil - -	67	3 4 3¾
(2.)—OUTWARDS.					
From the Harbour to the outside of the Bar -	282	97 4 3¾	- - nil - -	282	97 4 3¾

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for - - - - { Inward pilotage	3 4 3¾	By balance carried from last year - -	20 13 4
{ Outward pilotage	97 4 3¾	By amount paid for or in respect of pilot-boats, buoys, &c. and repairs - - - -	1 12 –
To balance carried to next account - -	53 4 9	By amount paid for commission - - -	2 9 3¾
		By amount paid pilots - - - -	128 18 9
£.	153 13 4½	£.	153 13 4½

25 August 1865. *Alexander C. M'Kinlay*, Harbour Master.

PORT OF KIRKCALDY.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.—The Regulations printed at pp. 201, 202, and the Rates at p. 202 of Parl Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

James Walker - - - - aged 57 | John Walker - - - - - aged 34

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS (COASTERS).		FOREIGN VESSELS.	TOTALS.	
	No.	Amount.		No.	Amount.
		£. s. d.			£. s. d.
From Roads to Harbour - - - - -	78	52 15 –	- - nil - -	78	52 15 –
(2.)—OUTWARDS.					
From Harbour to Roads - - - - -	36	27 1 –	- - nil - -	36	27 1 –

Note.—The receipts for pilotage go to the pilots, who, on the other hand, receive no salary from the Commissioners.

18 February 1865. *James Russell*, Clerk.

TRINITY HOUSE OF LEITH.

Bye-Laws issued by the Trinity House.—The Bye-Laws printed in Parl. Paper, No. 5, Sess. 2 of 1857, pp. 104–106, are still in force.

NAMES of PILOTS.

See p. 91 of Parl. Paper, No. 416 of 1864.

Omit the names of W. Wilson, W. Whitehead, George Sorlie, George Donaldson, David Drysdale, J. Deas, George Stark, and W. Wood, who have ceased to act.

Add the names of—

John Wilson, jun. - -	aged 31	*Limits*: From St. Abb's Head to Grangemouth.
William Wilson - - -	45	*Limits*: From St. Abb's Head to Alloa.
James Carnie Comb - -	22	

Rates of Pilotage.—The Rates printed in Parl. Paper, No. 5, Sess. 2 of 1857, still remain in force.

AMOUNT received for Pilotage of Vessels in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	*BRITISH VESSELS. COASTERS. Towed by Steam. No.	£. s. d.	OVERSEA. Not Towed by Steam. No.	£. s. d.	OVERSEA. Towed by Steam. No.	£. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	£. s. d.	FOREIGN VESSELS. Towed by Steam. No.	£. s. d.	TOTALS. No.	£. s. d.	REMARKS.
From May Island to Leith Roads.	–	– – –	19	48 3 6	1	2 5 6	49	113 6 11	–	– – –	69	163 15 11	
From St. Abb's Head or Bell Rock to Leith Roads.	–	– – –	20	48 7 6	1	5 5 –	25	59 17 6	1	4 10 –	47	118 – –	
From Island of May to Carron Roads.	–	– – –	4	12 11 3	1	3 9 6	13	16 16 6	–	– – –	18	32 17 3	
Into Alloa - - -	–	– – –	21	46 4 10	1	6 4 –	22	55 8 9	2	2 14 –	46	110 11 7	
Into Anstruther - -	–	– – –	15	9 9 6	–	– – –	–	– – –	–	– – –	15	9 9 6	
Into Burntisland - -	–	– – –	25	14 10 –	–	– – –	3	5 8 7	–	– – –	28	19 18 7	
Into Bo'ness - -	–	– – –	52	42 11 –	–	– – –	11	28 8 –	5	12 – 6	68	82 19 6	
Into Carron Roads -	–	– – –	4	12 11 3	1	3 9 6	1	1 18 –	–	– – –	6	17 18 9	
Into Charleston - -	–	– – –	1	3 – –	–	– – –	17	19 5 –	–	– – –	18	22 5 –	The pilotages for the distances herein mentioned comprehend also intermediate distances.
Into Clackmannan -	–	– – –	–	– – –	–	– – –	1	1 – –	–	– – –	1	1 – –	
Into Dingwall - -	–	– – –	38	43 3 4	–	– – –	–	– – –	–	– – –	38	43 3 4	
Into Dysart - - -	–	– – –	7	2 12 –	–	– – –	12	7 16 3	2	1 6 –	21	11 14 3	
Into Eden Water - -	–	– – –	–	– – –	3	1 8 8	–	– – –	–	– – –	3	1 8 8	
Into Grangemouth -	–	– – –	87	137 9 8	18	19 4 –	112	280 11 6	8	13 4 –	225	450 9 2	
Into Frith of Forth -	–	– – –	11	6 18 6	–	– – –	1	1 – –	–	– – –	12	7 18 6	
Into Granton - -	–	– – –	4	10 15 –	–	– – –	–	– – –	–	– – –	4	10 15 –	
Into Kincardine - -	–	– – –	–	– – –	–	– – –	11	5 10 –	–	– – –	11	5 10 –	
Into Leven - - -	–	– – –	121	69 13 –	–	– – –	17	16 15 –	–	– – –	138	86 8 –	
Into Morrison Haven -	–	– – –	2	1 19 –	–	– – –	–	– – –	–	– – –	2	1 19 –	
Into Newburgh - -	–	– – –	8	6 12 –	1	2 – –	5	5 1 8	5	6 1 –	19	19 14 8	No rates fixed by Trinity House.
Into Perth - - -	–	– – –	2	2 10 –	–	– – –	4	4 – 2	5	6 18 8	11	13 8 10	
Into Queensferry - -	–	– – –	–	– – –	–	– – –	3	5 15 –	–	– – –	3	5 15 –	
Into Stirling - - -	–	– – –	1	1 10 –	1	1 10 –	–	– – –	–	– – –	2	3 – –	
Into St. Andrew's - -	–	– – –	69	37 19 2	–	– – –	2	2 8 7	–	– – –	71	40 7 9	
Into St. David's - -	–	– – –	11	7 14 8	1	– 15 –	8	3 17 4	1	– 15 –	21	13 2 –	
Into Wemyss - - -	–	– – –	180	58 2 10	–	– – –	10	17 6 –	–	– – –	190	75 8 10	
From Sea or Tarbet Ness to Tain, Portmahomack, Bonar Bridge, and the Dornock Frith.	–	– – –	140	100 – –	–	– – –	3	2 – 6	–	– – –	143	102 – 6	
In the West Coast of Scotland.	1	8 – –	–	– – –	–	– – –	–	– – –	–	– – –	1	8 – –	
In the North of Scotland	2	19 10 –	–	– – –	–	– – –	–	– – –	–	– – –	2	19 10 –	
Total - - -	3	27 10 –	842	724 8 –	29	45 11 2	330	653 11 3	29	47 9 2	1,233	1,498 9 7	

* No distinction is made between the different classes of British and Foreign vessels, either in the rates of pilotage, or in the returns by the pilots

Trinity House of Leith—*continued.*

(2).—OUTWARDS.

DISTANCES for which PILOTED.	*BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.	REMARKS.
Out of Anstruther	–	– – –	15	9 9 6	–	– – –	–	– – –	–	– – –	15	9 9 6	
Out of Alloa	–	– – –	11	38 7 6	4	11 – –	54	58 8 6	4	7 7 –	73	115 3 –	
Out of Burntisland	–	– – –	30	21 5 –	–	– – –	26	51 10 5	1	2 10 –	57	75 5 5	
Out of Bo'ness	–	– – –	42	37 9 –	1	– 16 –	6	4 19 –	1	– 15 –	50	43 19 –	
Out of Clackmannan	–	– – –	2	1 – –	7	7 7 6	33	25 13 6	–	– – –	42	34 1 –	
Out of Carron Roads	–	– – –	9	4 2 6	–	– – –	12	7 18 –	–	– – –	21	12 – 6	
Out of Charleston	–	– – –	1	– 14 –	–	– – –	79	84 2 6	–	– – –	80	84 16 6	
Out of Dysart	–	– – –	6	2 12 –	–	– – –	31	12 13 –	–	– – –	37	15 5 –	
Out of Greenock	–	– – –	1	20 – –	–	– – –	–	– – –	–	– – –	1	20 – –	
Out of Granton	–	– – –	1	8 – –	–	– – –	1	3 10 –	–	– – –	2	11 10 –	The pilotages for the distances herein mentioned comprehend also intermediate distances.
Out of Grangemouth	–	– – –	73	105 – 6	11	12 17 –	67	94 7 6	–	– – –	151	212 5 –	
Out of Inverkeithing	–	– – –	6	2 17 –	–	– – –	31	12 13 –	–	– – –	37	15 10 –	
Out of Kennetpans	–	– – –	–	– – –	–	– – –	9	13 6 –	–	– – –	9	13 6 –	
Out of Leith	–	– – –	51	91 15 –	–	– – –	11	93 – 6	1	4 14 6	63	189 10 –	
Out of Newburgh	–	– – –	5	4 4 –	–	– – –	12	9 2 –	–	– – –	17	13 6 –	
Out of Queensferry	–	– – –	3	29 1 –	–	– – –	5	6 15 5	–	– – –	8	35 16 5	
Out of Wemyss	–	– – –	180	58 2 10	–	– – –	10	17 10 –	–	– – –	190	75 12 10	
Out of St. David's	–	– – –	11	7 14 8	–	– – –	8	3 17 4	–	– – –	19	11 12 –	
From Stromness to Holm Sound	–	– – –	2	3 10 –	–	– – –	–	– – –	–	– – –	2	3 10 –	No rates fixed by Trinity House.
From Stromness to Hoy Sound	–	– – –	1	3 1 –	–	– – –	–	– – –	–	– – –	1	3 1 –	
From Stromness to Frith of Forth	–	– – –	11	6 18 6	–	– – –	2	1 14 –	–	– – –	13	8 12 6	
From Buoy of Tay to Shields	–	– – –	–	– – –	1	8 – –	2	15 – –	1	8 – –	4	31 – –	
From Buoy of Tay to Downs	–	– – –	3	37 – –	–	– – –	–	– – –	–	– – –	3	37 – –	
From Bonar Bridge, Tain, Portmahomack, and the Dornock Frith, to Sea or Tarbet Ness	–	– – –	2	12 – –	–	– – –	–	– – –	–	– – –	2	12 – –	
Total	–	– – –	466	504 4 –	24	40 – 6	399	516 – 8	8	23 6 6	897	1,083 11 8	

* No distinction is made between the different classes of British and Foreign vessels, either in the rates of pilotage or in the returns of the pilots.

Note.—With the exception of vessels bound to and from Leith, Kirkcaldy, and such other harbours as are regulated by special Acts of Parliament, and license their own pilots, no change of pilots is compulsory within the Trinity House limits. No return of these harbour pilotages can be given by the Trinity House, as the harbour pilots are not under their authority, but under that of the several harbour authorities.

ACCOUNT of Monies received and expended in respect of Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates	91 7 –	By amount paid for pensions or superannuations	91 7 –

8 March 1865.

William D. Carstairs.

HARBOUR AND DOCKS OF LEITH.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.

See p. 96 of Parl. Paper, No. 243 of 1861. The Regulations and Rates there referred to are still in force.

NAMES of PILOTS.

See p. 96 of Parl. Paper, No. 416 of 1864.—James Allison, William Amos, John Gardner, Thomas Gray, Archibald Hall, George Linton, George Stewart, and Peter Swanson have ceased to act. Add the names of J. Brock, aged 35; A. Coutts, aged 32; Thomas Wilson, aged 32.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.—The amount received was 1,099*l.* 9*s.* 11*d.* No details can be given.

(2.)—OUTWARDS.—The pilotage outwards is paid direct to the pilots; and the amount received by them is not known.

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licenses and certificates	2	2	–	By amount paid to pilots	1,017	–	1
To amount received for fines and forfeitures	2	–	4	By amount paid to Pilots' Widows' Fund	27	5	1
To gross amount received for inward pilotage	1,099	9	11	By amount applied to cover expense of collection	55	4	9
				By amount applied to cover expense connected with licenses	4	2	4
£.	1,103	12	3	£.	1,103	12	3

Reference is made to explanatory note at foot of p. 211 of Parl. Paper, No. 516 of 1855.

14 September 1865. *John Phin*, Clerk.

PORT OF LOSSIEMOUTH.

REGULATIONS issued by the Harbour Company.—The Regulations printed at pp. 212, 213 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.—*See* p. 97 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.—3*d.* per ton in and out.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
COASTERS.		OVERSEA.					
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
179	82 8 –	13	6 18 6	7	6 6 7½	199	95 13 1½

(2.)—OUTWARDS.

179	82 8 –	13	6 18 6	7	6 6 7½	199	95 13 1½

21 February 1865. *Fife Duff Robertson*, Secretary.

PORT OF MACDUFF.

Bye-Laws.—Nil.

NAMES of PILOTS.

John West - - - aged 39	James West - - - aged 52	William Lyall - - - aged 6
George Wilson - - - - 38	Innes West - - - - 46	James Lyall - - - - 2
James West - - - - 37	George Lyall - - - - 56	William Lyall - - - - 3
William West - - - - 33	James Lyall - - - - 20	George Lyall - - - - 4
James Paterson - - - 45	Andrew Wilson - - - 52	William Lyall - - - - 3
George Paterson - - - 40	William Wilson - - - 25	Andrew West - - - - 5
James Wilson - - - - 43	James Watt - - - - 58	Andrew Paterson - - - 3
William Wilson - - - 34	James Watt - - - - 25	William Paterson - - - 2
James Wilson - - - - 32	Alexander Lyall - - - 56	Peter Ewen - - - - 4
Andrew Watt - - - - 65	James Lyall - - - - 27	John Ewen - - - - 5
Alexander Watt - - - 39	Andrew Lyall - - - - 22	Andrew West - - - - 3
Alexander Paterson - - - 44	William Lyall - - - - 20	William West - - - - 2

Rates of Pilotage.—The Rates printed at p. 93 of Parl. Paper, No. 270 of 1862, are still in force.

AMOUNT received for Pilotage of Vessels in 1864.

Inwards.	Number of Vessels.	Amount.	Outwards.	Number of Vessels.	Amount.
		£. s. d.			£. s. d.
Oversea - - - - -	32		Oversea - - - - -	32	
Coasters - - - - -	215		Coasters - - - - -	215	
	247	76 13 6		247	76 13 6
Extra work - - - -	- -	40 - -	Extra work - - - -	- -	55 - -
Total - - -		116 13 6	Total - - -		131 13 6

2 March 1865. *James Farquharson.*

PORT OF PETERHEAD.

Regulations issued by the Trustees of the Harbours of *Peterhead*.—The Regulations printed in Parl. Paper, No. 516 of 1855, pp. 216-218, are still in force.

Names of Pilots.—*See* p. 98 of Parl. Paper, No. 416 of 1864. Omit the name of William Thain. Add John M'Lean, aged 35, and James Hone, aged 31.

Rates of Pilotage.—The Rates printed at p. 113 of Parl. Paper, No. 5, Sess. 2 of 1857, still remain in force.

AMOUNT received for Pilotage of Vessels in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS and OVERSEA.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
Into the Harbours of Peterhead - - -	537	168 1 2	70	20 15 8	607	188 16 10

(2.)—OUTWARDS.

Out of the Harbours of Peterhead - - -	537	168 1 2	70	20 15 8	607	188 16 10

PORT OF PETERHEAD—*continued.*

ACCOUNT of the Receipt and Expenditure of all MONIES received in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licenses and certificates	2	9	6	By amount paid for salaries of secretary	2	9	6
To gross amount received for — Inward pilotage	188	16	10	By amount paid for salary of captain pilot	90	–	–
To gross amount received for — Outward pilotage	188	16	10	By amount paid for rent of offices, &c.	6	–	–
To balance provided from the revenue derived by the Trustees of the Harbours of Peterhead	65	13	–	By amount paid to pilots	347	6	8
£.	445	16	2	£.	445	16	2

7 March 1865.

William Boyd, Clerk.

PORT OF WICK.

REGULATIONS issued by the British Fishery Society.

The Regulations printed in Parl. Paper, No. 516 of 1855, p. 220, still remain in force.

NAMES of PILOTS.

William Payne - - - aged 49	James M'Kay - - - aged 56	William Taylor - - - - aged 34
Alexander Swanson - - - 64	Allan M'Leod - - - - 37	David Ross - - - - 58
George Shearer - - - - 72	William M'Leod - - - - 39	John Shearer - - - - 47
George Taylor - - - - 62		

AMOUNT received for PILOTAGE of VESSELS in 1864.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From a line drawn from the North Head to the South Head of Wick Bay	178	106 11 –	265	217 16 6	87	57 14 6	530	382 2 –

ACCOUNT of the Receipt and Expenditure of all MONIES received in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for — Inward pilotage	191	1	–	By amount paid for salaries of secretary, clerk, and other officers	4	7	–
To gross amount received for — Outward pilotage	191	1	–	By amount paid for or in respect of pilot boats, buoys, &c.	2	10	–
To amount received from other sources	54	1	–	By amount paid to pilots weekly	429	6	–
£.	436	3	–	£.	436	3	–

5 January 1865.

John Tudor, Agent.

IRELAND.

PORT OF BALLINA.

Bye-Laws.—Nil.

NAMES of PILOTS.

Henry Hennigan - - aged 36	Patrick Cowley - - - aged 68	Francis Morrow - - - aged 45
Thomas Patterson - - - 27	James M'Keon - - - - 33	Patrick Loughnay - - - 50
William Patterson - - - 51	Martin Egan - - - - 63	Michael Loughnay - - - 37
John Patterson - - - - 41	Matthew Madden - - - 61	Thomas Keane - - - - 29

RATES of PILOTAGE.

Coasters - - - - 2 *s.*
Foreign Vessels - - - 3 *s.* } per foot on the draught of water.

AMOUNT received for Pilotage of Vessels in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.	TOTALS.	
	COASTERS.			OVERSEA.			
	Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.		No.	Amount.
		£. s. d.		£. s. d.			£. s. d.
From the Bar to the Quay -	24	22 5 -	63	54 2 -	- - nil - -	- - nil - -	87	76 7 -

(2.)—OUTWARDS.

From the Quay to the Bar -	32	29 4 -	55	49 2 -	- - nil - -	- - nil - -	87	78 6 -

24 August 1865.

John M'Culloch, Secretary.

PORT OF BELFAST.

Regulations issued by the Harbour Commissioners.—The Regulations printed at pp. 100–103 of Parl. Paper. No. 354 of 1856, still remain in force.

NAMES of PILOTS.

See p. 100 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.

The Rates printed at pp. 103 and 104 of Parl. Paper, No. 354 of 1856, are still in force.

PORT OF BELFAST—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roads to Quays	2,258	969 10 2	1,996	841 11 2	34	26 6 6	123	123 19 5	65	37 13 5	142	108 3 10	4,618	2,107 4 6

(2.)—OUTWARDS.

From Quays to Roads	501	209 4 8	410	229 6 2	4	4 11 6	5	6 1 9	9	9 13 9	4	2 11 3	933	461 9 1

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates	1 6 –	By amount paid for or in respect of pilot boats, &c., including wages of masters, mates, and boatmen	817 3 1
To gross amount received for { Inward pilotage	2,107 4 6		
{ Outward pilotage	461 9 1		
To amount received from other sources (including 20 per cent. off pilots' wages)	520 16 3	By amount paid for pensions or superannuations	32 – –
To balance	327 – 10	By pilots' wages	2,568 13 7
£.	3,417 16 8	£.	3,417 16 8

6 September 1865. *Wm. Thompson*, Secretary.

PORT OF COLERAINE.

No information can be given.

PORT OF CORK.

BYE-LAWS and RATES of PILOTAGE.

The Bye-Laws and Rates printed at pp. 103 and 104 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of BRANCH PILOTS.

See p. 108 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

The Commissioners have no means of ascertaining what amount has been received by the pilots.

1 February 1865. *James F. Sugrue*, Secretary.

PORT OF DROGHEDA.

Bye-Laws issued by the Harbour Commissioners.—*See* pp. 236, 237 of Parl. Paper, No. 516 of 1855.

NAMES of PILOTS.

See p. 102 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.

The Rates printed at p. 238 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for Pilotage of Vessels in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.				Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.				£. s. d.		£. s. d.		£. s. d.
From the Bay to the Quay of Drogheda - - -	255	172 2 6	234	128 14 -	-	nil - -	1	1 7 6	6	5 17 6	496	308 1 6

(2.)—OUTWARDS.

From the Quay of Drogheda to the Bay - - -	158	116 10 6	331	184 6 6	-	nil - -	4	5 10 -	3	3 15 -	496	310 2 -

ACCOUNT of the Receipt and Expenditure of Monies received on behalf of Pilotage.

Dr.		£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licences and certificates - - - -		- 15 -	By amount paid secretary, being 2½ per cent. commission on gross amount of pilotage -	15 9 2
To gross amount received for - - - - -	Inward pilotage	308 1 6	By amount paid same for six certificates of licences - - - - - - - - -	- 15 -
	Outward pilotage	310 2 -	By amount paid pilots - - - -	602 14 4
	£.	618 18 6	£.	618 18 6

9 May 1865.

J. M'Namara, Secretary.

PORT OF DUBLIN.

Bye-Laws and Rates of Pilotage.—The Bye-Laws and Rates printed at pp. 100-102 of Parl. Paper, No. 270 of 1862.

NAMES of PILOTS.

Dennis Mooney - - - aged 68	Matthew Shannon - - aged 54	Christopher Tallant (2d) - aged 33
Patrick Doyle - - - - 47	George Archbold - - - 48	Joseph Archbold (1st) - - - 35
James Doyle - - - - 56	James Warren - - - - 45	Patrick Doyle - - - - 27
George Warren - - - - 46	John Irwin - - - - - 44	Joseph Warren - - - - 32
John Hammond - - - - 57	Richard Baxter - - - - 46	Peter Tallant - - - - 28
John Archbold - - - - 68	Hugh Tallant - - - - 42	Christopher Archbold - - - 28
John Byrne - - - - 63	James Kelly - - - - 45	Joseph Swords - - - - 26
James Langan - - - - 56	Patrick Archbold - - - 42	Laurence Murphy - - - 27
Michael Swords - - - - 57	Bartholomew Tallant - - - 42	Joseph Archbold (2d) - - - 36
Samuel Connor - - - - 56	James Murphy - - - - 47	Terence Smyth - - - - 29
Christopher Tallant (1st) - - 55	Patrick Murphy - - - - 46	Patrick Sharkey - - - - 30
John Murphy - - - - 54	Michael Doyle - - - - 46	Thomas Roche - - - - 22
Joseph Kearns - - - - 48	James Sharkey - - - - 36	Robert Foster - - - - 30
John Baxter - - - - 55	Patrick Byrne - - - - 34	

NAMES of APPRENTICES.

John Archbold - - - aged 23	Thomas Chesnutt - - aged 24	Michael Smyth - - - aged 28
Peter Glynn - - - - 22	Richard Sharkey - - - - 23	Richard Archbold - - - 17
Joseph Morris - - - - 23	Robert Ward - - - - 22	Daniel Downey - - - - 18
John Bowes - - - - 23	Thomas Connor - - - - 32	Michael Doyle - - - - 21

AMOUNT received for Pilotage of Vessels in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From outside the Banks to Dublin -	1,946	2,500 11 4	162	436 2 11	82	238 3 –	2,190	3,174 17 3
From inside the Banks to Dublin -	1,210	912 2 8	141	225 16 6	39	75 16 9	1,390	1,213 15 11
From outside the Banks to Kingston	187	194 8 7	12	48 15 9	13	26 18 3	212	270 2 7
From inside the Banks to Kingston -	120	63 16 9	2	2 – 6	2	2 6 –	124	68 3 3
Total - - -	3,463	3,670 19 4	317	712 15 8	136	343 4 –	3,916	4,726 19 –
								4,363 6 10 (British.)

(2.)—OUTWARDS.

From Docks and Quays to Poolbeg Lighthouse - - - -	972	394 1 11	52	29 6 6	32	15 – 11	1,056	438 9 4
								404 14 10 (British.)

ACCOUNT of Monies received and expended in respect of Pilots or Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licences and certificates - - -	31 5 –	By balance from last account - - -	1,526 7 9
To amount received for fines and forfeitures	5 – –	By amount paid for salary of officer - -	200 – –
To gross amount received for { Inward pilotage -	4,287 19 9	By amount paid for or in respect of pilot boats, buoys, &c. - - - - - -	2,016 4 11
{ Outward pilotage	404 17 1	By amount paid for pensions or superannuations - - - - - - -	206 1 2
To amount received from other sources:—		By amount paid to sea pilots - - - { Inward pilotage -	4,035 5 8
Sale of schooner and two cutters -	606 8 8	{ Outward pilotage	400 6 6
Sale of sails, anchors, &c. - - -	137 – 1	By amount paid pilots, being differences of dues on foreign vessels - - - -	452 7 6
To amount received for differences of dues on foreign vessels:—			
Inward - - - - - -	430 5 –		
Outward - - - - - -	22 2 6		
To amount for pilot boat earnings - -	876 2 9		
To balance carried to next account - -	2,035 12 –		
£.	8,836 13 6	£.	8,836 13 6

28 February 1865.

Rob. Wilcox, P. M.

PORT OF DUNDALK.

Bye-Laws—Nil.

Names of Pilots.—The Persons mentioned at p. 104 of Parl. Paper, No. 270 of 1862, are still acting.

Rates of Pilotage.—The Rates printed in Parl. Paper, No. 516 of 1855, p. 244, and in Parl. Paper, No. 5, Sess. 2 of 1857, p. 121, are still in force.

AMOUNT received for Pilotage of Vessels in 1864.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.				£. s. d.
Inwards	458	231 13 1	200	134 18 –	1	1 11 6	15	32 3 6	– nil –		674	400 6 1
Outwards	462	183 – 2	196	14 14 9	6	8 8 –	10	14 15 6	– nil –		674	220 18 5
Total Inwards and Outwards	920	414 13 3	396	149 12 9	7	9 19 6	25	46 19 –	– – –		1,348	621 4 6

This Return does not include steam ships trading to the port.

GENERAL ABSTRACT of the Accounts of the Commissioners for the Year ending 31st December 1864.

	£. s. d.	£. s. d.
Total Payments for the Year ending 31st December 1864 :—		
Dredging	1,930 5 –	
Handfilling	197 7 –	
Tug boat	626 13 8	
Guide wall	48 11 10	
Buoys, beacons, and lights	268 2 3	
Pilotage	581 7 11	
Ballast	287 19 8	
Interest on debentures, less income tax	936 16 10	
Income tax	27 3 6	
Salaries and wages	583 16 –	
Rents and taxes	21 17 10	
Printing, stationery, and stamps	57 1 8	
Incidentals	48 – 5	
Life boat	22 16 2	
Superannuation	71 10 –	
Law expenses	74 – –	
Sinking fund	443 – –	
Surveying expenses	2 14 4	
Office additions	11 10 –	
Audit and supervision	17 7 –	
Outer harbour works	1,106 18 –	
		7,364 19 1
Balance in Bank and Harbour Office, on close of year 1864		616 5 5
	£.	7,981 4 6

	£. s. d.	£. s. d.	£. s. d.
Balance on foot of account for year ending 31st December 1863			917 6 4
Total Receipts for Year ending 31st December 1864, viz. :—			
Cargo Dues :			
Sailing vessels	969 – 2		
Steam vessels	1,018 3 –		
		1,987 3 2	
Port Dues :			
Tonnage Steamers	1,817 9 –		
Tonnage Coasters	1,203 3 6		
Tonnage Foreigners	129 15 –		
	3,150 7 6		
Pilotage	621 4 6		
Ballast (13,131 tons)	321 18 1		
Towage	706 6 3		
Anchorage Steamers	129 7 6		
Anchorage Sailing vessels	118 16 3		
	248 3 9		
Lighterage	1 – –		
Interest on balance in bank	15 15 11		
		5,064 16 –	
Incidentals :			
Old stores	9 17 6		
Pilots' licenses	2 1 6		
		11 19 –	
			7,063 18 2
		£.	7,981 4 6

Liabilities.

	£. s. d.
Amount of debt due to debenture holders up to and ending on the 31st December 1864	19,500 – –
£.	19,500 – –

Assets.

	£. s. d.	£. s. d.
Balance on foot of above account		616 5 5
Invested in Bank for Sinking Fund, viz. :—		
Balance in bank, 31st December 1863	157 11 7	
Invested year ending 31st December 1864	443 – –	
Interest on same	7 – 9	
		607 12 4
Amount of dues furnished Dundalk Steampacket Company for month of December 1864		285 11 8
Value of vessels and stock the property of the Commissioners, as taken on 31st December 1864		10,862 – 4
	£.	12,371 9 9

24 April 1865.

T. J. Pooler, Secretary.

PORT OF GALWAY.

No information received.

PORT OF LIMERICK.

REGULATIONS issued by the Harbour Commissioners.

The Regulations printed at p. 249 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.—No alteration since last Return.

RATES of PILOTAGE.—*See* p. 112 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE.—No information can be given.

PORT OF LONDONDERRY.

BYE-LAWS.—The Bye-Laws printed at p. 112 of Parl. Paper, No. 244 of 1859, are still in force.

NAMES of PILOTS.

See p. 105 of Parl. Paper, No. 416 of 1864. Thomas Holland and Con O'Donnell have ceased to act.

RATES of PILOTAGE.—The Rates printed at p. 109 of Parl. Paper, No. 243 of 1861, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea, Greencastle, or Moville to Londonderry.	929	591 16 5	189	235 – 5	7	18 10 11	45	104 11 7	12	18 18 2	41	85 14 3	1,223	1,054 11 9
From Sea or Greencastle to Moville.	5	2 16 2	–	– – –	1	2 6 8	–	– – –	–	– – –	–	– – –	6	5 2 10
From Sea to Moville, being the Montreal Ocean Steam Ship Company's steamers, which call twice weekly in this harbour to land and embark mails and passengers, and pay only half inward pilotage.	–	– – –	–	– – –	107	239 18 9	–	– – –	–	– – –	–	– – –	107	239 18 9
TOTAL - - -	934	594 12 7	189	235 – 5	115	260 16 4	45	104 11 7	12	18 18 2	41	85 14 3	1,336	1,299 13 4

(2.)—OUTWARDS.

From Londonderry to Moville, Greencastle, or Sea.	1,056	389 15 9	69	44 10 3	22	19 17 8	30	43 9 8	28	21 10 4	25	32 2 7	1,230	551 6 3
From Moville to Greencastle or Sea.	5	1 6 3	–	– – –	1	1 15 –	–	– – –	–	– – –	–	– – –	6	3 1 3
From Moville to Sea, being the Montreal Ocean Steam Ship Company's steamers, which call twice weekly in this harbour to land and embark mails and passengers, and pay only half the usual inward pilotage.	–	– – –	–	– – –	107	– – –	–	– – –	–	– – –	–	– – –	107	—
TOTAL - - -	1,061	391 2 –	69	44 10 3	130	21 12 8	30	43 9 8	28	21 10 4	25	32 2 7	1,343	554 7 6

PORT OF LONDONDERRY—*continued.*

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licences and certificates	23	12	6	By amount paid for salaries of secretary, clerk, and other officers	92	13	5
To amount received as contribution to superannuation or widows' fund	53	13	11	By amount paid for pensions or superannuations	53	13	11
To amount received for fines and forfeitures	2	15	–	By amount of inward and outward pilotage paid to pilots	1,760	1	10
To gross amount received for — Inward pilotage	1,299	13	4	By amount transferred to the Harbour Commissioners' general account	4	–	7
To gross amount received for — Outward pilotage	554	7	6	By amount received for licences and certificates transferred to the Harbour Commissioners' general account	23	12	6
£.	1,934	2	3	£.	1,934	2	3

29 September 1865. *A. H. Stewart*, Secretary.

PORT OF NEW ROSS.

REGULATIONS.—None beyond those contained in the Act of 1861.

RATES of PILOTAGE.

The Rates printed at p. 107 of Parl. Paper, No. 270 of 1862, are still in force.

NAMES of PILOTS.

Michael Dunn - aged 70	Thomas Kehoe - aged 57	Patrick Tool - aged 59	William Fortune - aged 40
Daniel Eustace - - 72	Daniel Carroll - - 51	John Leary - - 41	Thomas Redmond - - 48

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Cheekpoint to New Ross	126	120 17 9	13	33 19 6	14	36 6 9	153	191 4 –

(2.)—OUTWARDS.

From Cheekpoint to New Ross	126	120 – –	13	30 19 –	14	36 6 9	153	187 5 9

No return can be given by the New Ross Port and Harbour Commissioners of the pilotage paid by vessels previous to their arrival at Cheekpoint, which is the entrance to the Port of New Ross, inasmuch as same is paid to the Commissioners of the Port and Harbour of Waterford.

PORT OF NEW ROSS—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	3	10	3	By amount paid for salaries of secretary, clerk, and other officers, and harbour master -	75	8	–
To gross amount received for - - { Inward pilotage -	191	4	–	By amount paid for rent of offices, &c. -	12	5	–
To gross amount received for - - { Outward pilotage -	187	5	9	By amount paid for or in respect of pilot boats, buoys, &c. - - - - - -	44	17	10
To amount received for income tax - -	4	2	–	By amount paid for pensions or superannuations - - - - - - - - -	20	–	–
By balance - - - - - - -	15	8	2	By per-centage to rate collector and treasurer	14	10	5
				By amount paid seven pilots - - -	234	8	11
£.	401	10	2	£.	401	10	2

24 February 1865. *James Kearns*, Secretary.

PORT OF NEWRY.

BYE-LAWS issued by the Newry Navigation Company.—Nil.

NAMES of PILOTS.

See p. 115 of Parl. Paper, No. 264 of 1863.

RATES of PILOTAGE.

The Rates mentioned at p. 114 of Parl. Paper, No. 287 of 1860, are still in force.

AMOUNT received for PILOTAGE.

The information cannot be given. No part of the pilotage is collected in this office, but is received by the pilots themselves, who are scattered over a large extent of coast. The Act does not render it imperative on vessels to take pilots; numbers, particularly regular traders, do not do so, and steam vessels never do. The pilots are, moreover, engaged in other occupations when their services are not required as pilots.

18 February 1865. *Robert A. Plunkett*, Clerk.

PORT OF SLIGO.

No information received.

PORT OF TRALEE.

BYE-LAWS issued by the Public Works Loan Commissioners.

The Bye-Laws printed at p. 113 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of PILOTS.

The Pilots mentioned at p. 110 of Parl. Paper, No. 270 of 1862, are still acting.

RATES of PILOTAGE.

The Rates mentioned at p. 116 of Parl. Paper, No. 287 of 1860, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the outside limits of Tralee Bay to the anchorage at Tralee Harbour, and to the Basin at Tralee.	26	25 13 3	2	7 9 –	5	23 12 –	33	56 14 3

(2.)—OUTWARDS.

From Tralee Basin to outside Samphire Roads in Tralee Harbour.	46	25 16 3	–	- -	–	- -	46	25 16 3

1 May 1865. *William Hilliard*, Secretary.

PORT OF WATERFORD.

BYE-LAWS and RATES of PILOTAGE issued by the Harbour Commissioners.—The Bye-Laws and Rates printed at pp. 269, 270 of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.

See p. 117 of Parl. Paper, No. 264 of 1863. John Legge and James Hagan have ceased to act.

PORT OF WATERFORD—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Saltees, eastward, or Great Newtown Head, westward, to Passage.	–	- - -	8	18 18 –	4	7 14 6	12	26 12 6
From ditto to Cheekpoint - -	–	- - -	6	13 19 6	6	13 2 2	12	27 1 8
From ditto to Waterford - -	–	- - -	17	55 9 5	27	96 18 5	44	152 7 10
From Bagenbun, eastward, or Foilskirt, westward, to Passage.	–	- - -	2	3 5 2	–	- - -	2	3 5 2
From ditto to Cheekpoint - -	–	- - -	1	1 6 8	–	- - -	1	1 6 8
From ditto to Waterford - -	–	- - -	9	21 15 8	16	48 4 2	25	69 19 10
From Hook Tower (Harbour's Mouth) to Passage.	67	51 10 11	22	19 14 3	14	17 2 8	103	88 7 10
From ditto to Cheekpoint - -	168	136 5 5	4	5 3 3	2	2 – –	174	143 8 8
From ditto to Waterford - -	840	1,273 4 7	20	41 9 9	9	22 2 5	869	1,336 16 9
From Passage to Waterford - -	16	11 2 2	–	- - -	–	- - -	16	11 2 2
From Cheekpoint to Waterford -	1	– 7 7	–	- - -	–	- - -	1	– 7 7
TOTAL - - -	1,092	1,472 10 8	89	181 1 8	78	207 4 4	1,259*	1,860 16 8

(2.)—OUTWARDS.

From Waterford to Cheekpoint -	2	– 12 6	–	- - -	–	- - -	2	– 12 6
From Waterford to Passage - -	861	510 18 7	2	1 3 4	31	23 19 3	894	536 1 2
From Waterford to Hook Tower (Harbour's Mouth).	47	65 9 3	7	10 7 11	16	21 12 6	70	97 9 8
From Passage to Hook Tower -	8	8 1 4	22	18 3 5	12	11 2 4	42	37 7 1
TOTAL - - -	918	585 1 8	31	29 14 8	59	56 14 1	1,008†	671 10 5

* Of the above 1,259 vessels, 182 vessels, paying 169 *l.* 6 *s.* 1 *d.* of the above 1,860 *l.* 16 *s.* 8 *d.*, went to New Ross, and I believe had to pay pilotage there. The amount is not known at this office.

† Of the above 1,008 vessels, ten vessels, paying 5 *l.* 4 *s.* 8 *d.* of the 671 *l.* 10 *s.* 5 *d.* above stated, came from New Ross, and I believe had to pay pilotage to the New Ross Harbour Commissioners. Amount not known at this office.

Note.—In the port of Waterford, British and Foreign Vessels pay alike, and vessels towed by steam pay as those not towed.

ACCOUNT of MONIES received and expended in respect of PILOTS and PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
Gross amount for { Inward pilotage -	1,860	16	8	Pilots' proportion of pilotage earned - -	1,458	4	1
Gross amount for { Outward pilotage -	671	10	5	Salaries of pilot master and assistant - -	160	–	–
Interest on bank account to 31st March 1864	14	17	3	Supplying boat and crew at Passage pilot station - - - - - - - -	118	5	–
Compensation for loss of pilot cutter Gannet, run down by steamer Beta - - -	600	–	–	Office expenses at Dunmore and Passage -	21	10	–
				Office expenses and other general charges at Waterford - - - - -	198	3	6
				Expense of pilot cutter - - - -	256	19	–
				Allowances to four superannuated pilots -	83	15	–
				Allowances to widows and orphans of pilots	208	1	6
				Life boat subscription - - - -	5	–	–
				Incidental expenses at Dunmore and Waterford - - - - - - - -	29	3	4
				Advertising - - - - - -	14	19	3
				Law costs - - - - - -	31	2	6
Receipt - - -	3,147	4	4	Expenditure - - -	2,585	3	2
Balance due to Waterford Harbour Commissioners, 31st December 1864 - -	1,441	4	6	Balance stated on last account as due to Waterford Harbour Commissioners, 31st December 1863 - - - - -	2,003	5	8
£.	4,588	8	10	£.	4,588	8	10

21 January 1865.

John Farrell, Secretary.

PORT OF WESTPORT.

BYE-LAWS.—Nil.

NAMES of PILOTS.

See p. 119 of Parl. Paper, No. 264 of 1863.

RATES of PILOTAGE.

The Rates printed at p. 272 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Lighthouse of Innishgorth to any place within the Harbour of Westport - - - - -	79	76 - -	3	6 15 -	4	9 11 3	86	92 6 3

(2.)—OUTWARDS.

From any place within the Harbour of Westport to the Lighthouse of Innishgorth - - - - -	79	76 - -	3	6 15 -	4	9 11 3	86	92 6 3

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for - - - - -	Inward pilotage	92 6 3	By amount paid for salaries of pilots - -	166 19 10
	Outward pilotage	92 6 3	By amount paid for or in respect of pilot boats, buoys, &c. - - - - - -	1 10 -
To amount received from other sources -		2 6 7	By 10 per cent. deducted from the gross amount of pilotage received carried to the credit of the Harbour Commissioners -	18 9 3
	£.	186 19 1	£.	186 19 1

24 February 1865.

James Pinkerton, Secretary.

PORT OF WEXFORD.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.

The particulars given at p. 116 of Parl. Paper, No. 243 of 1861, are applicable to the present Return.

NAMES of PILOTS.

See p. 112 of Parl. Paper, No. 416 of 1864.

PORT OF WEXFORD—*continued.*

RATES of PILOTAGE.

See p. 120 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1864.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. No.	BRITISH VESSELS. COASTERS. Amount.	BRITISH VESSELS. OVERSEA.	FOREIGN VESSELS. No.	FOREIGN VESSELS. Amount.	TOTALS. No.	TOTALS. Amount.
		£. s. d.			£. s. d.		£. s. d.
From Bay to Quay - - -	-	- - -	- - nil - -	5	- - -	744	495 11 4

(2.)—OUTWARDS.

From Quay to Bay - - -	-	- - -	- - nil - -	5	- - -	744	495 11 4

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from four last accounts	327 7 5	By amount paid for salaries of secretary, clerk, and other officers - - - -	36 10 2
To amount received for fines and forfeitures	5 10 –	By amount paid for rent of offices, &c. -	25 10 –
To gross amount received for - - - - - Inward pilotage	495 11 4	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	68 5 6
To gross amount received for - - - - - Outward pilotage	495 11 4	By amount paid for pensions or superannuations - - - - - - - -	15 – –
		By amount paid for building pilots' houses -	240 – –
		By amount paid for pilots' wages - -	807 13 10
		By amount paid for printing, stationery, &c.	2 17 5
		By balance carried to next account - -	128 3 2
£.	1,324 – 1	£.	1,324 – 1

12 June 1865.

Jasp. W. Walsh, Secretary.

AN ACCOUNT of the Number of PERSONS in each of the several COLLECTIONS of the United Kingdom Licensed as BREWERS and VICTUALLERS, to sell BEER to be drunk on each Class in each Collection, from the 30th day of September

COLLECTIONS.	Year ended 30th September 1862.											Year ended						
	Number of				Number who brew their own Beer.			Bushels of MALT consumed by each Class.				Number of				Number who brew their own		
	Brewers.	Victuallers.	Persons Licensed to sell Beer		Victuallers.	Persons Licensed to sell Beer		Brewers.	Victuallers.	Persons Licensed to sell Beer		Brewers.	Victuallers.	Persons Licensed to sell Beer		Victuallers.	Persons Licens sell Beer	
			To be drunk on the Premises.	Not to be drunk on the Premises.		To be drunk on the Premises.	Not to be drunk on the Premises.			To be drunk on the Premises.	Not to be drunk on the Premises.			To be drunk on the Premises.	Not to be drunk on the Premises.		To be drunk on the Premises.	Not dru Pre
ENGLAND:																		
Barnstaple	6	479	62	15	420	56	7	25,394	70,793	8,748	1,896	6	483	61	12	407	52	
Bath	48	717	422	84	398	113	15	408,461	324,897	54,689	16,788	49	714	399	75	392	103	
Bedford	46	1,027	697	60	144	34	25	279,204	56,382	18,876	5,784	48	1,032	697	60	144	33	
Birmingham	9	1,142	1,433	19	1,049	1,192	10	64,656	468,789	395,009	1,235	8	1,139	1,451	26	1,072	1,170	
Bolton	25	1,088	1,611	30	448	607	6	353,811	97,359	124,593	158	26	1,105	1,621	38	423	603	
Bristol	29	725	959	54	385	173	5	282,883	175,313	29,457	6,566	27	729	970	54	370	160	
Cambridge	98	1,101	838	81	152	90	29	291,089	78,597	27,318	2,196	85	1,109	890	82	148	90	
Canterbury	52	1,022	369	46	13	12	- -	440,938	9,287	6,731	- -	52	1,106	376	45	13	10	-
Chester	31	909	339	11	550	163	1	104,341	106,205	17,893	799	31	916	370	10	524	157	
Cornwall	22	809	225	11	390	80	5	70,448	76,833	8,792	2,075	22	798	259	8	364	56	
Coventry	10	1,061	229	61	856	167	18	121,400	185,095	21,855	1,500	11	1,059	263	65	814	149	
Cumberland	29	1,239	212	23	18	3	15	87,856	24,486	4,127	63,957	31	1,233	242	21	16	3	
Dorset	33	474	209	46	128	30	9	222,062	35,659	3,874	3,426	34	473	241	49	120	24	
Durham	80	1,753	568	89	185	28	9	203,996	41,563	5,016	- -	78	2,102	656	73	172	22	-
Essex	51	869	488	120	178	129	46	245,231	91,165	33,969	9,086	57	864	569	122	174	121	
Exeter	22	753	152	35	448	16	12	157,126	130,268	1,929	2,034	20	770	185	27	425	21	
Gloucester	23	797	566	52	558	315	13	215,954	103,445	34,064	1,242	26	804	512	46	544	316	
Grantham	53	958	537	57	356	95	10	148,284	124,439	33,933	2,953	58	961	574	67	349	94	
Halifax	88	1,189	1,066	52	620	380	9	359,268	136,296	65,847	3,674	83	1,192	1,199	70	584	334	
Hants	69	1,070	904	74	90	134	19	431,346	78,062	93,242	4,885	75	1,076	1,061	76	90	128	
Hereford	9	784	462	20	685	341	1	52,728	82,264	17,381	285	9	786	533	4	703	338	
Hull	75	1,079	244	54	139	23	2	212,720	40,555	3,225	833	69	936	295	67	133	24	
Isle of Wight	59	962	577	71	93	72	18	415,698	64,384	31,011	16,119	62	981	583	68	89	70	
Lancaster	6	884	551	4	666	314	3	77,751	195,395	106,106	12,995	6	887	539	- -	650	307	
Leeds	22	917	548	37	620	309	12	378,675	252,220	118,962	1,265	21	923	691	36	611	320	
Leicester	19	943	326	31	729	181	13	156,199	188,568	39,917	1,786	18	934	349	42	709	179	
Lichfield	40	1,149	1,109	31	940	912	16	2,480,928	298,364	210,348	3,633	40	1,162	1,101	44	892	910	
Lincoln	43	674	272	16	394	75	9	126,084	115,360	19,561	5,427	39	593	292	23	324	72	
Liverpool	71	1,843	1,418	51	19	14	1	977,275	41,416	23,001	868	72	1,972	1,406	13	27	11	
Lynn	27	1,194	511	38	97	29	8	245,902	59,735	10,543	2,959	34	1,198	585	44	97	29	
Manchester	100	1,810	3,873	135	735	1,017	24	1,195,131	234,925	166,111	2,378	97	1,810	3,932	134	690	927	
Middlesex	43	991	873	41	24	17	11	531,393	14,995	20,449	15,260	45	1,007	962	40	23	15	
Newcastle	63	1,675	352	53	85	3	- -	298,654	103,582	1,700	- -	66	1,662	435	60	80	5	-
Northampton	24	840	389	98	502	120	35	215,285	112,918	42,405	19,903	23	839	402	107	492	128	
Norwich	18	1,287	328	32	20	13	8	165,112	380,678	2,455	1,533	19	1,259	348	22	20	10	
Nottingham	23	1,300	732	39	1,120	552	10	80,635	332,445	140,072	6,810	20	1,317	736	54	1,120	535	
Oxford	30	828	433	94	257	61	22	333,711	73,443	11,982	4,289	31	831	453	115	248	53	
Plymouth	41	1,090	531	48	392	23	6	154,433	78,309	9,327	4,096	36	1,116	573	51	376	22	
Reading	39	953	704	82	43	27	6	423,566	56,528	52,103	1,312	43	968	750	83	39	27	
Rochester	46	1,266	934	48	2	19	24	438,187	220	23,467	2,163	45	1,285	1,032	57	2	19	
Salop	3	568	299	6	511	281	5	21,140	146,248	59,350	558	4	569	331	5	513	273	
Sarum	20	459	167	41	309	78	21	89,969	194,233	25,997	5,321	20	458	178	46	303	84	
Sheffield	43	1,540	896	139	341	36	1	657,426	38,326	4,414	4	43	1,543	1,033	129	301	33	
Stafford	18	856	890	13	645	567	1	162,602	119,669	67,713	75	20	857	1,021	9	647	526	
Stourbridge	9	1,286	666	43	1,228	656	20	39,399	305,449	103,916	3,053	8	1,316	720	45	1,221	645	
Suffolk	18	574	268	58	140	60	27	179,741	60,736	9,926	6,758	21	577	322	51	136	59	
Surrey	63	1,190	841	50	11	26	8	884,396	7,881	127,543	8,815	62	1,210	946	43	11	25	
Sussex	55	958	729	54	33	36	11	470,568	26,898	20,455	14,115	56	981	698	46	31	30	
Taunton	47	657	574	53	190	75	3	241,098	48,703	13,945	1,291	45	667	583	47	183	68	
Thirsk	39	1,250	162	9	345	23	1	114,813	76,062	4,326	97	35	1,187	128	4	331	20	
Wales, East	38	1,662	1,244	11	1,020	405	1	267,328	134,168	38,380	169	38	1,683	1,214	10	980	374	-
Wales, Middle	4	742	121	4	610	97	- -	13,411	79,022	11,950	- -	5	751	123	3	589	93	-
Wales, North	33	1,305	125	1	441	9	1	110,430	75,297	3,467	1,280	29	1,325	139	1	397	12	
Wales, West	10	1,619	39	3	1,385	22	1	28,193	109,311	1,457	296	10	1,621	46	2	1,347	33	
Ware	41	773	542	46	20	23	9	391,995	23,396	14,361	2,672	49	804	650	44	18	20	
Warrington	52	1,345	1,363	23	545	138	1	569,003	194,260	27,841	21	55	1,364	1,442	31	490	144	
Worcester	19	632	408	64	529	333	33	102,141	163,460	76,152	9,655	23	642	460	64	543	338	
York	32	1,101	193	38	295	46	9	153,522	84,675	16,026	1,523	35	1,091	212	30	276	43	
TOTAL COUNTRY	2,166	60,168	36,380	2,699	23,546	10,850	645	17,970,990	7,029,031	2,667,307	289,871	2,180	60,777	38,839	2,700	22,787	10,467	
LONDON	70	4,984	2,167	47	3	45	1	7,405,073	4,300	159,588	5,550	70	4,993	2,463	64	4	49	
TOTAL ENGLAND	2,236	65,152	38,547	2,746	23,549	10,895	646	25,376,063	7,033,331	2,826,895	295,421	2,250	65,770	41,302	2,764	22,791	10,516	

REMISES, and to sell BEER not to be drunk on the PREMISES; stating the Number of each Class who brew their own BEER, and the Quantity of MALT consumed by them, particularising
the 30th day of September 1864, each Year separately.

eptember 1863.				COLLECTIONS.	Year ended 30th September 1864.										
Bushels of MALT consumed by each Class.					Number of				Number who brew their own Beer.			Bushels of MALT consumed by each Class.			
		Persons Licensed to sell Beer					Persons Licensed to sell Beer			Persons Licensed to sell Beer				Persons Licensed to sell Beer	
Brewers.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.		Brewers.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.	Brewers.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.
20,483	63,984	7,607	1,692	- - - - - -	5	482	59	12	404	36	20	21,951	70,461	8,501	1,552
388,847	281,985	45,227	8,469	- - - - - -	46	713	415	75	386	109	10	414,791	299,690	48,464	12,383
286,033	58,682	17,949	6,045	Now Aylesbury - - -	46	1,034	707	60	231	36	20	302,851	68,643	21,875	8,297
67,194	507,994	441,423	836	- - - - - -	8	1,151	1,479	26	714	986	2	65,214	510,336	459,022	1,196
323,560	106,830	114,687	171	- - - - - -	32	1,130	1,668	38	823	1,138	4	376,140	181,716	208,070	6,898
270,371	149,639	25,156	3,811	- - - - - -	21	734	999	54	269	90	2	259,771	157,703	28,010	2,792
311,323	88,302	24,733	9,019	- - - - - -	86	1,103	871	82	145	91	22	330,742	93,866	28,514	7,686
464,389	7,886	6,319	- -	- - - - - -	50	1,131	335	48	12	10	- -	449,535	7,687	5,213	—
156,935	110,012	21,043	3,539	- - - - - -	49	920	366	10	330	47	2	219,060	113,907	16,502	4,829
62,368	68,343	8,502	1,537	Now Truro - - -	20	796	232	8	348	54	3	63,834	71,139	8,812	1,972
132,474	191,004	20,551	1,534	- - - - - -	8	1,060	273	65	799	247	8	160,140	202,436	33,912	1,459
93,852	25,297	4,964	63,690	Now Carlisle - - -	29	1,224	258	21	13	550	13	99,227	33,162	6,881	76,193
232,657	33,986	3,326	2,712	„ Weymouth - - -	31	480	217	48	117	22	10	239,773	34,640	3,467	5,318
236,489	46,394	6,331	- -	„ Sunderland - -	76	2,089	673	73	150	19	- -	269,026	48,883	5,547	—
275,214	90,703	34,035	7,250	„ Colchester - - -	54	877	526	121	168	126	35	324,601	99,826	40,010	7,233
212,912	118,774	2,045	1,846	- - - - - -	22	770	181	27	396	18	7	154,006	119,197	3,196	1,817
214,954	94,880	32,535	6,879	- - - - - -	40	811	562	46	400	272	25	256,534	96,277	44,044	14,587
161,129	134,874	29,829	2,707	Now Stamford - - -	59	986	552	78	342	92	6	173,810	139,358	32,388	2,225
380,901	136,379	68,192	19,417	- - - - - -	84	1,201	1,233	70	536	310	9	464,453	151,220	77,185	22,495
456,033	64,370	92,949	4,250	Now Portsmouth - -	76	1,089	1,114	77	85	113	21	438,323	63,595	106,180	3,988
48,615	96,910	23,470	224	- - - - - -	8	841	466	4	560	200	6	36,550	97,848	21,293	4,751
222,150	39,841	4,149	363	- - - - - -	70	948	300	67	132	22	3	260,274	42,574	4,561	717
413,257	60,101	35,002	11,737	Now Southampton - -	60	1,006	586	78	90	64	17	443,109	54,015	38,535	15,620
98,645	189,714	101,722	11,223	- - - - - -	6	895	539	- -	629	312	1	90,967	208,846	120,341	7,794
354,257	281,056	133,891	1,442	- - - - - -	23	931	644	36	590	312	7	454,437	319,096	157,395	1,341
135,159	187,573	41,399	1,444	- - - - - -	21	935	335	43	693	183	13	131,710	202,704	48,808	1,567
2,805,406	324,325	209,707	3,971	- - - - - -	52	1,190	1,114	44	989	912	20	3,098,265	382,873	238,639	4,456
135,940	118,213	18,246	8,019	- - - - - -	39	597	276	23	315	67	9	141,734	104,368	19,919	8,182
1,001,186	77,273	15,567	1,868	- - - - - -	67	2,018	1,523	13	20	9	1	1,007,008	74,775	19,358	770
233,648	61,460	11,071	2,065	- - - - - -	35	1,201	543	45	94	29	7	247,157	52,049	11,126	1,904
1,139,208	233,441	111,279	775	- - - - - -	94	1,817	3,949	134	480	600	17	1,196,038	196,255	118,941	1,088
662,101	14,651	16,818	7,347	- - - - - -	47	1,027	969	40	22	21	9	659,847	14,250	21,386	7,816
313,511	107,594	2,132	- -	- - - - - -	62	1,669	464	60	90	5	- -	310,655	112,859	3,489	—
216,945	111,339	48,368	19,356	- - - - - -	23	841	403	107	480	120	28	279,180	110,832	47,818	12,391
186,852	397,404	2,501	1,755	- - - - - -	17	1,252	326	21	18	11	4	206,595	439,865	2,821	1,587
82,100	350,970	135,215	8,973	- - - - - -	24	1,323	742	54	1,110	530	5	87,768	366,585	151,607	6,551
323,027	71,587	10,104	3,665	- - - - - -	33	832	444	115	233	50	23	337,976	71,750	9,485	5,942
154,305	75,728	6,188	2,938	- - - - - -	36	1,093	567	50	340	24	5	183,445	80,215	7,378	3,748
453,238	50,823	49,632	1,879	- - - - - -	41	971	747	83	40	25	7	607,054	59,589	44,693	2,197
471,683	264	29,039	3,227	Now Maidstone - -	41	1,313	1,030	56	2	19	6	533,849	396	38,646	3,211
20,756	140,431	56,331	748	„ Shrewsbury - -	5	565	308	5	601	287	4	23,718	166,945	62,609	715
83,102	182,448	26,217	6,172	„ Salisbury - - -	20	451	174	46	295	81	19	82,363	191,365	26,109	6,676
699,700	39,189	3,037	8	- - - - - -	42	1,535	1,073	129	260	28	1	765,241	46,617	3,375	4
204,429	115,435	67,899	83	- - - - - -	19	860	997	9	612	483	1	333,250	127,040	72,086	100
45,497	332,275	106,898	3,084	- - - - - -	10	1,297	729	45	1,109	620	10	51,208	350,597	120,429	2,394
161,899	74,187	10,927	7,720	Now Ipswich - - -	23	579	321	51	135	54	21	161,998	66,020	11,925	7,606
831,601	8,542	145,345	12,210	„ Kingston - - -	64	1,223	928	42	10	27	7	805,170	9,692	171,129	8,120
462,325	27,747	21,696	19,910	„ Brighton - - -	59	994	701	46	31	31	12	535,469	29,134	21,081	21,943
220,442	35,050	8,941	1,635	- - - - - -	46	677	573	47	176	65	3	257,604	42,813	10,196	1,383
121,244	74,582	3,781	286	Now Ripon - - -	36	1,148	126	4	321	19	1	147,196	77,099	4,018	620
276,098	149,369	38,134	- -	„ Cardiff - - -	38	1,698	1,175	10	968	550	- -	264,901	162,617	48,396	—
21,364	77,710	11,083	- -	„ Welshpool - -	5	651	126	2	473	116	1	26,864	77,176	12,657	662
105,005	67,232	3,419	2,640	„ Carnarvon - - -	20	1,336	142	1	300	11	2	77,072	54,723	2,840	1,464
27,533	114,123	3,310	4,167	„ Carmarthen - - -	9	1,548	44	2	1,000	27	2	17,650	103,096	3,543	15,487
401,782	24,268	15,059	2,857	- - - - - -	48	789	617	44	19	19	7	426,741	23,987	16,520	3,263
549,619	178,586	22,954	12	- - - - - -	63	1,396	1,481	31	472	133	1	566,636	194,685	23,480	471
105,261	162,581	69,708	7,662	- - - - - -	25	708	554	64	600	353	29	41,875	170,451	63,201	4,998
155,719	83,226	16,979	3,371	- - - - - -	34	1,092	250	30	262	39	9	170,497	91,030	21,316	2,518
				Swansea (new 1st Mar. 1864)	19	- -	- -	- -	860	172	- -	75,595	51,128	9,869	—
18,692,727	7,117,566	2,644,621	310,240	- - - - - -	2,226	61,028	39,006	2,720	22,159	10,996	537	20,228,448	7,591,701	3,016,811	352,977
7,429,083	3,545	181,325	9,797	- - - - - -	69	5,007	2,516	64	3	50	2	7,945,734	3,268	201,665	5,450
26,121,810	7,121,111	2,825,946	320,037	- - - - - -	2,295	66,035	41,522	2,784	22,162	11,046	539	28,174,182	7,594,969	3,218,476	358,427

AN ACCOUNT of the Number of Persons in each of the several Collections of the United Kingdom Licensed as Brewers a

COLLECTIONS.	Year ended 30th September 1862.										Year ended							
	Number of				Number who brew their own Beer.			Bushels of MALT consumed by each Class.			Number of				Number who brew their own			
			Persons Licensed to sell Beer			Persons Licensed to sell Beer				Persons Licensed to sell Beer			Persons Licensed to sell Beer			Persons Licens sell Beer		
	Brewers.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.	Brewers.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.	Brewers.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.	Victuallers.	To be drunk on the Premises.	Not dru th Pre
SCOTLAND:																		
Aberdeen	1	889	-	-	22	-	-	17,100	45,999	-	-	1	893	-	-	22	-	-
Argyle	-	159	-	-	-	-	-	-	-	-	-	-	158	-	-	-	-	-
Ayr	11	1,731	-	-	1	-	-	83,851	486	-	-	11	1,753	-	-	1	-	-
Dumfries	9	511	-	-	2	-	-	31,040	1,796	-	-	11	503	-	-	1	-	-
Dundee	4	1,194	-	-	43	-	-	2,033	49,710	-	-	6	1,184	-	-	44	-	-
Edinburgh	22	1,021	-	-	-	-	-	769,085	-	-	-	22	1,026	-	-	-	-	-
Elgin	3	464	-	-	5	-	-	16,076	7,352	-	-	4	449	-	-	6	-	-
Fort William	-	34	-	-	-	-	-	-	-	-	-	-	32	-	-	-	-	-
Glasgow	5	2,087	-	-	-	-	-	242,706	-	-	-	9	1,971	-	-	-	-	-
Haddington	11	735	-	-	11	-	-	52,074	38,645	-	-	12	747	-	-	10	-	-
Inverness	1	350	-	-	8	-	-	13	9,325	-	-	2	354	-	-	8	-	-
Linlithgow	6	1,176	-	-	4	-	-	6,823	13,756	-	-	7	1,167	-	-	2	-	-
Long Island	-	30	-	-	-	-	-	-	-	-	-	-	27	-	-	-	-	-
Mull	-	27	-	-	-	-	-	-	-	-	-	-	25	-	-	-	-	-
Oban	-	37	-	-	-	-	-	-	-	-	-	-	37	-	-	-	-	-
Orkney	1	63	-	-	3	-	-	-	764	-	593	-	55	-	-	4	-	-
Perth	6	556	-	-	16	-	-	3,948	27,649	-	-	5	540	-	-	17	-	-
Poolewe	-	28	-	-	-	-	-	-	-	-	-	-	30	-	-	-	-	-
Shetland	-	29	-	-	-	-	-	-	-	-	-	-	26	-	-	-	-	-
Skye	-	38	-	-	-	-	-	-	-	-	-	-	38	-	-	-	-	-
Stirling	14	705	-	-	3	-	-	155,260	23,473	-	-	16	699	-	-	3	-	-
Thurso	1	56	-	-	1	-	-	4	16	-	-	-	51	-	-	-	-	-
Wick	1	71	-	-	-	-	-	260	-	-	-	1	74	-	-	-	-	-
TOTAL SCOTLAND	96	11,991	-	-	119	-	-	1,380,273	218,971	-	593	107	11,839	-	-	118	-	-
IRELAND:																		
Athlone	3	1,000	-	-	-	-	-	6,536	-	-	-	4	951	-	-	-	-	-
Bandon	5	1,210	-	-	-	-	-	33,498	-	-	-	6	1,165	-	-	-	-	-
Belfast	6	1,094	-	-	-	-	-	32,237	-	-	-	6	1,078	-	-	-	-	-
Birr	4	735	-	-	-	-	-	27,008	-	-	-	4	704	-	-	-	-	-
Carlow	18	1,028	-	-	-	-	-	93,721	-	-	-	18	1,139	-	-	-	-	-
Coleraine	4	653	-	-	-	-	-	8,514	-	-	-	4	619	-	-	-	-	-
Cork	6	1,248	-	-	-	-	-	400,946	-	-	-	6	1,263	-	-	-	-	-
Drogheda	5	1,152	-	-	-	-	-	155,793	-	-	-	5	1,125	-	-	-	-	-
Dublin	15	1,139	-	-	-	-	-	1,377,526	-	-	-	13	1,026	-	-	-	-	-
Galway	9	1,007	-	-	-	-	-	35,261	-	-	-	8	952	-	-	-	-	-
Limerick	7	1,738	-	-	-	-	-	43,155	-	-	-	6	1,666	-	-	-	-	-
Londonderry	3	999	-	-	-	-	-	17,382	-	-	-	4	1,027	-	-	-	-	-
Newry	6	1,302	-	-	-	-	-	28,396	-	-	-	5	1,263	-	-	-	-	-
Sligo	2	840	-	-	-	-	-	6,344	-	-	-	2	690	-	-	-	-	-
Waterford	9	808	-	-	-	-	-	148,896	-	-	-	7	834	-	-	-	-	-
Wexford	6	707	-	-	-	-	-	21,258	-	-	-	6	709	-	-	-	-	-
TOTAL IRELAND	108	16,660	-	-	-	-	-	2,436,471	-	-	-	104	16,211	-	-	-	-	-

TOTALS COLLECTED.

ENGLAND	2,236	65,152	38,547	2,746	23,549	10,895	646	25,376,063	7,033,331	2,826,895	295,421	2,250	65,777	41,302	2,764	22,791	10,516	57
SCOTLAND	96	11,991	-	-	119	-	-	1,380,273	218,971	-	593	107	11,839	-	-	118	-	-
IRELAND	108	16,660	-	-	-	-	-	2,436,471	-	-	-	104	16,211	-	-	-	-	-
UNITED KINGDOM	2,440	93,803	38,547	2,746	23,668	10,895	646	29,192,807	7,252,302	2,826,895	296,014	2,461	93,827	41,302	2,764	22,909	10,516	57

Victuallers, to sell Beer to be drunk on the Premises, and to sell Beer not to be drunk on the Premises, &c.—*continued.*

September 1863.				COLLECTIONS.	Year ended 30th September 1864.											
Bushels of MALT consumed by each Class.					Number of				Number who brew their own Beer.			Bushels of MALT consumed by each Class.				
Brewers.	Victuallers.	Persons Licensed to sell Beer			Brewers.	Victuallers.	Persons Licensed to sell Beer		Victuallers.	Persons Licensed to sell Beer		Brewers.	Victuallers.	Persons Licensed to sell Beer		
		To be drunk on the Premises.	Not to be drunk on the Premises.				To be drunk on the Premises.	Not to be drunk on the Premises.		To be drunk on the Premises.	Not to be drunk on the Premises.			To be drunk on the Premises.	Not to be drunk on the Premises.	
18,038	41,362	- -	- -	- - - - -	1	890	- -	- -	22	- -	- -	15,908	39,368	—	—	
- -	- -	- -	- -	Now Campbelton - -	1	160	- -	- -	- -	- -	- -	40	—	—	—	
84,903	232	- -	- -	Now Greenock - -	11	1,784	- -	- -	1	- -	- -	82,214	489	—	—	
31,647	1,180	- -	- -	- - - - -	13	496	- -	- -	- -	- -	- -	35,858	—	—	—	
4,119	64,334	- -	- -	- - - - -	11	1,203	- -	- -	34	- -	- -	8,343	68,321	—	—	
864,155	- -	- -	- -	- - - - -	23	1,050	- -	- -	- -	- -	- -	997,500	—	—	—	
11,619	8,536	- -	- -	- - - - -	2	443	- -	- -	7	- -	- -	9,758	9,240	—	—	
- -	- -	- -	- -	- - - - -	- -	30	—	—	—	—	—	—	—	—	—	
313,201	- -	- -	- -	- - - - -	15	2,170	- -	- -	- -	- -	- -	349,915	—	—	—	
51,810	37,573	- -	- -	- - - - -	12	778	- -	- -	10	- -	- -	50,478	44,969	—	—	
221	9,688	- -	- -	- - - - -	1	355	- -	- -	8	- -	- -	780	10,703	—	—	
11,121	7,380	- -	- -	- - - - -	8	1,174	- -	- -	3	- -	- -	11,641	11,536	—	—	
- -	- -	- -	- -	- - - - -	- -	28	—	—	—	—	—	—	—	—	—	
- -	- -	- -	- -	- - - - -	- -	25	—	—	—	—	—	—	—	—	—	
- -	- -	- -	- -	- - - - -	- -	40	—	—	—	—	—	—	—	—	—	
- -	621	- -	92	- - - - -	1	57	- -	- -	4	- -	- -	43	875	—	—	
2,131	29,749	- -	- -	- - - - -	5	539	- -	- -	18	- -	- -	1,066	32,981	—	—	
- -	- -	- -	- -	- - - - -	- -	29	—	—	—	—	—	—	—	—	—	
- -	- -	- -	- -	- - - - -	- -	27	—	—	—	—	—	—	—	—	—	
- -	- -	- -	- -	- - - - -	- -	38	—	—	—	—	—	—	—	—	—	
175,749	11,180	- -	- -	- - - - -	13	700	- -	- -	3	- -	- -	163,129	20,728	—	—	
- -	- -	- -	- -	- - - - -	- -	50	—	—	—	—	—	—	—	—	—	
278	- -	- -	- -	- - - - -	1	72	- -	- -	- -	- -	- -	316	—	—	—	
1,568,992	211,835	- -	92	- - - - -	118	12,138	- -	- -	110	- -	- -	1,726,989	239,210	—	—	
7,225	- -	- -	- -	- - - - -	4	897	- -	- -	- -	- -	- -	11,594	—	—	—	
52,141	- -	- -	- -	- - - - -	5	1,108	- -	- -	- -	- -	- -	34,515	—	—	—	
29,127	- -	- -	- -	- - - - -	7	1,162	- -	- -	- -	- -	- -	35,446	—	—	—	
21,359	- -	- -	- -	Birr discontinued, 31 Mar. 1864	4	576	- -	- -	- -	- -	- -	13,476	—	—	—	
107,999	- -	- -	- -	- - - - -	12	1,111	- -	- -	- -	- -	- -	108,287	—	—	—	
8,477	- -	- -	- -	- - - - -	4	620	- -	- -	- -	- -	- -	9,620	—	—	—	
321,517	- -	- -	- -	- - - - -	6	1,256	- -	- -	- -	- -	- -	333,179	—	—	—	
142,748	- -	- -	- -	- - - - -	5	1,072	- -	- -	- -	- -	- -	148,856	—	—	—	
1,377,748	- -	- -	- -	- - - - -	11	1,028	- -	- -	- -	- -	- -	1,516,801	—	—	—	
27,794	- -	- -	- -	- - - - -	7	857	- -	- -	- -	- -	- -	19,669	—	—	—	
40,441	- -	- -	- -	- - - - -	6	1,567	- -	- -	- -	- -	- -	40,327	—	—	—	
23,932	- -	- -	- -	- - - - -	4	1,002	- -	- -	- -	- -	- -	25,433	—	—	—	
26,933	- -	- -	- -	- - - - -	4	1,103	- -	- -	- -	- -	- -	24,928	—	—	—	
5,823	- -	- -	- -	- - - - -	4	638	- -	- -	- -	- -	- -	13,483	—	—	—	
146,478	- -	- -	- -	- - - - -	7	899	- -	- -	- -	- -	- -	172,665	—	—	—	
25,747	- -	- -	- -	- - - - -	5	682	- -	- -	- -	- -	- -	27,518	—	—	—	
2,365,489	- -	- -	- -	- - - - -	95	15,578	- -	- -	- -	- -	- -	2,535,797	—	—	—	

TOTALS COLLECTED.

26,121,810	7,121,111	2,825,946	320,037	- - - - -	2,295	66,035	41,522	2,784	22,162	11,046	539	28,174,182	7,594,969	3,218,476	358,427
1,568,992	211,835	- -	92	- - - - -	118	12,138	- -	- -	110	- -	- -	1,726,989	239,210	—	—
2,365,489	- -	- -	- -	- - - - -	95	15,578	- -	- -	- -	- -	- -	2,535,797	—	—	—
30,056,291	7,332,946	2,825,946	320,129	- - - - -	2,508	93,751	41,522	2,784	22,272	11,046	539	32,436,968	7,834,179	3,218,476	358,427

AN ACCOUNT of the Number of Persons in each of the several Collections of the United Kingdom Licensed as Brewers and

ber 1862.					Year ended 30th						
ber.	Bushels of MALT consumed by each Class.				Number of				Number who brew their own Beer.		
to be on ses.	Brewers.	Victuallers.	Persons Licensed to sell Beer		Brewers.	Victuallers.	Persons Licensed to sell Beer		Victuallers.	Persons Licensed to sell Beer	
			To be drunk on the Premises.	Not to be drunk on the Premises.			To be drunk on the Premises.	Not to be drunk on the Premises.		To be drunk on the Premises.	Not to be drunk on the Premises.
-	17,100	45,999	- -	- -	1	893	- -	- -	22	- -	- -
-	- -	- -	- -	- -	- -	158	- -	- -	- -	- -	- -
-	83,851	486	- -	- -	11	1,753	- -	- -	1	- -	- -
-	31,040	1,796	- -	- -	11	503	- -	- -	1	- -	- -
-	2,033	49,710	- -	- -	6	1,184	- -	- -	44	- -	- -
-	769,085	- -	- -	- -	22	1,026	- -	- -	- -	- -	- -
-	16,076	7,352	- -	- -	4	449	- -	- -	6	- -	- -
-	- -	- -	- -	- -	- -	32	- -	- -	- -	- -	- -
-	242,706	- -	- -	- -	9	1,971	- -	- -	- -	- -	- -
-	52,074	38,645	- -	- -	12	747	- -	- -	10	- -	- -
-	13	9,325	- -	- -	2	354	- -	- -	8	- -	- -
-	6,823	13,756	- -	- -	7	1,167	- -	- -	2	- -	- -
-	- -	- -	- -	- -	- -	27	- -	- -	- -	- -	- -
-	- -	- -	- -	- -	- -	25	- -	- -	- -	- -	- -
-	- -	- -	- -	- -	- -	37	- -	- -	- -	- -	- -
-	- -	764	- -	593	- -	55	- -	- -	4	- -	- -
-	3,948	27,649	- -	- -	5	540	- -	- -	17	- -	- -
-	- -	- -	- -	- -	- -	30	- -	- -	- -	- -	- -
-	- -	- -	- -	- -	- -	26	- -	- -	- -	- -	- -
-	- -	- -	- -	- -	- -	38	- -	- -	- -	- -	- -
-	155,260	23,473	- -	- -	16	699	- -	- -	3	- -	- -
-	4	16	- -	- -	- -	51	- -	- -	- -	- -	- -
-	260	- -	- -	- -	1	74	- -	- -	- -	- -	- -
-	1,380,273	218,971	- -	593	107	11,839	- -	- -	118	- -	- -
-	6,536	- -	- -	- -	4	951	- -	- -	- -	- -	- -
-	33,498	- -	- -	- -	6	1,165	- -	- -	- -	- -	- -
-	32,237	- -	- -	- -	6	1,078	- -	- -	- -	- -	- -
-	27,008	- -	- -	- -	4	704	- -	- -	- -	- -	- -
-	93,721	- -	- -	- -	18	1,139	- -	- -	- -	- -	- -
-	8,514	- -	- -	- -	4	619	- -	- -	- -	- -	- -
-	400,946	- -	- -	- -	6	1,263	- -	- -	- -	- -	- -
-	155,793	- -	- -	- -	5	1,125	- -	- -	- -	- -	- -
-	1,377,526	- -	- -	- -	13	1,026	- -	- -	- -	- -	- -
-	35,261	- -	- -	- -	8	952	- -	- -	- -	- -	- -
-	43,155	- -	- -	- -	6	1,666	- -	- -	- -	- -	- -
-	17,382	- -	- -	- -	4	1,027	- -	- -	- -	- -	- -
-	28,396	- -	- -	- -	5	1,263	- -	- -	- -	- -	- -
-	6,344	- -	- -	- -	2	690	- -	- -	- -	- -	- -
-	148,896	- -	- -	- -	7	834	- -	- -	- -	- -	- -
-	21,258	- -	- -	- -	6	709	- -	- -	- -	- -	- -
-	2,436,471	- -	- -	- -	104	16,211	- -	- -	- -	- -	- -

ALS COLLECTED.

	25,376,063	7,033,331	2,826,895	295,421	2,250	65,777	41,302	2,764	22,791	10,516	577
	1,380,273	218,971	- -	593	107	11,839	- -	- -	118	- -	- -
	2,436,471	- -	- -	- -	104	16,211	- -	- -	- -	- -	- -
	29,192,807	7,252,302	2,826,895	296,014	2,461	93,827	41,302	2,764	22,909	10,516	577

Victuallers, to sell Beer to

September 1863.

Bushels of MALT cons	
Brewers.	Victuallers.
18,038	41,362
- -	- -
84,903	232
31,647	1,180
4,119	64,334
864,155	- -
11,619	8,536
- -	- -
313,201	- -
51,810	37,573
221	9,688
11,121	7,380
- -	- -
- -	- -
- -	- -
- -	621
2,131	29,749
- -	- -
- -	- -
- -	- -
175,749	11,180
- -	- -
278	- -
1,568,992	211,835
7,225	- -
52,141	- -
29,127	- -
21,359	- -
107,999	- -
8,477	- -
321,517	- -
142,748	- -
1,377,748	- -
27,794	- -
40,441	- -
23,932	- -
26,933	- -
5,823	- -
146,478	- -
25,747	- -
2,365,489	- -
- -	- -
26,121,810	7,121,111
1,568,992	211,835
2,365,489	- -
30,056,291	7,332,946

AN ACCOUNT of the Total Number of BUSHELS of MALT made, and the Amount of DUTY charged, for the Year ended the 31st day of December 1864.

Bushels of Malt made.	Amount of Duty charged.
	£. s. d.
48,544,122	6,582,362 7 5½

AN ACCOUNT of the Number of COMMON BREWERS paying for LICENCES, from the 1st day of October 1864, under 1,000 Barrels; over 1,000 and under 10,000; over 10,000 and under 20,000; over 20,000 and under 30,000; over 30,000 and under 50,000; over 50,000 and under 100,000; over 100,000 and under 150,000; over 150,000 and under 200,000; over 200,000 and under 250,000; over 250,000 and under 300,000; over 300,000 and under 350,000; over 350,000 and under 400,000; over 400,000 and under 450,000; over 450,000 and under 500,000; over 500,000; showing, in each case, the Supplementary Charge or the Supplementary Diminution; stating the Amount paid for LICENCES for each Class, and the Total Amount paid by all Classes.

Common Brewers in the United Kingdom paying for Licences.			Amount Charged on each Class.	The Supplementary Charge on the Licences expiring on the 10th October 1864.	The Supplementary Diminution on the Licences expiring on the 10th October 1864.
Exceeding	Not exceeding	Number.			
Barrels.	*Barrels.*		£. s. d.	£. s. d.	£. s. d.
—	1,000	31,017	91,848 15 –	17,503 12 –	7,125 6 6
1,000	10,000	1,647	78,449 18 –	12,630 4 –	2,502 5 8
10,000	20,000	178	34,368 18 –	3,496 12 –	1,024 16 –
20,000	30,000	64	22,125 – –	3,045 3 –	287 13 –
30,000	50,000	34	17,525 16 –	2,142 18 6	411 2 6
50,000	100,000	20	18,428 2 6	2,573 15 6	241 17 6
100,000	150,000	7	10,957 7 6	1,020 – –	—
150,000	200,000	1	2,172 15 –	108 15 –	—
200,000	250,000	4	11,643 10 –	274 7 6	770 – –
250,000	300,000	3	11,186 7 6	219 7 6	28 2 6
300,000	350,000	—	—	—	—
350,000	400,000	1	4,645 5 –	560 – –	—
400,000	450,000	1	5,262 15 –	22 10 –	—
450,000	500,000	1	5,997 2 6	332 17 6	—
500,000	- -	2	14,393 – –	1,208 15 –	—
Beginners at 12 *s.* 6 *d.*		1,699	1,061 17 6	—	—
		34,679	330,266 9 6	45,138 17 6 12,391 3 8	12,391 3 8
Net Supplementary Charge - -			32,747 13 10	32,747 13 10	
TOTAL Amount paid by all Classes - -		£.	363,014 3 4		

Inland Revenue Office,
19 April 1865.

W. M. Moxon,
Chief Accountant.

AN ACCOUNT of the Number of Barrels of BEER Exported from the United Kingdom, and the Declared Value thereof, and where Exported to, from the 1st day of October 1861 to the 1st day of October 1864, each Year separately; distinguishing *England*, *Scotland*, and *Ireland* (in continuation of Parliamentary Paper, No. 155, of Session 1862).

BEER EXPORTED from 1st October 1861 to 1st October 1862.

COUNTRIES to which Exported.	From ENGLAND.		From SCOTLAND.		From IRELAND.		From the UNITED KINGDOM.	
	Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.
	Barrels.	£.	*Barrels.*	£.	*Barrels.*	£.	*Barrels.*	£.
Russia	3,739	14,250	2	7	–	–	3,741	14,257
Sweden	173	788	4	33	–	–	177	821
Norway	131	636	–	–	–	–	131	636
Denmark	165	636	15	32	–	–	180	668
Prussia	2,615	9,198	20	91	–	–	2,635	9,289
Mecklenburg	80	255	16	54	–	–	96	309
Hanover	81	268	–	–	–	–	81	263
Oldenburg	1	2	–	–	–	–	1	2
Hamburg	2,875	8,811	940	3,710	–	–	3,815	12,521
Bremen	418	1,639	–	–	–	–	418	1,639
Lubeck	3	11	–	–	–	–	3	11
Holland	711	2,410	398	2,044	–	–	1,109	4,454
Belgium	1,613	4,663	–	–	–	–	1,613	4,663
Channel Islands	6,316	17,699	–	–	–	–	6,316	17,699
France	6,766	18,018	30	102	–	–	6,796	18,120
Portugal, Azores, and Madeira	951	3,623	252	907	3	17	1,206	4,547
Spain and Canaries	772	2,831	5	34	–	–	777	2,865
Gibraltar	4,888	14,006	56	194	–	–	4,944	14,200
Italy	260	1,080	1	5	–	–	261	1,085
Austrian Territories	14	66	3	12	–	–	17	78
Malta	2,611	9,112	–	–	–	–	2,611	9,112
Ionian Islands	500	1,970	–	–	–	–	500	1,970
Greece	104	421	–	–	–	–	104	421
Turkey	1,263	6,075	–	–	–	–	1,263	6,075
Wallachia and Moldavia	65	453	–	–	–	–	65	453
Syria and Palestine	48	212	–	–	–	–	48	212
Egypt	1,078	3,823	21	80	–	–	1,099	3,903
Morocco	20	83	–	–	–	–	20	83
Western Africa	1,375	6,006	99	322	–	–	1,474	6,328
Cape Verde Islands	28	108	–	–	–	–	28	108
Ascension and St. Helena	1,184	6,186	–	–	–	–	1,184	6,186
British Possessions in South Africa.	15,656	65,921	1,044	3,632	–	–	16,700	69,553
Mauritius	4,335	15,896	2,035	6,414	–	–	6,370	22,310
Aden	61	309	–	–	–	–	61	309
Persia	31	143	–	–	–	–	31	143
British India:								
Continental Territories	121,195	334,449	7,521	25,071	7	–	128,716	359,520
Singapore	883	4,532	1,265	4,756	–	–	2,148	9,288
Ceylon	2,973	10,463	837	2,518	–	–	3,810	12,981
Portuguese India	1	7	–	–	–	–	1	7
Siam	71	359	–	–	–	–	71	359
Java	151	779	107	575	–	–	258	1,354
Philippine Islands	191	998	86	300	–	–	277	1,298
China and Hong Kong	8,293	28,379	76	270	–	–	8,369	28,649
Australia:								
West Australia	3,743	14,743	–	–	–	–	3,743	14,743
South Australia	6,415	23,766	646	2,579	–	–	7,061	26,345
New South Wales	42,537	151,010	1,394	5,282	–	–	43,931	156,292
Queensland	2,982	12,838	242	1,001	–	–	3,224	13,839
Victoria	44,751	180,207	4,192	15,483	–	–	48,943	195,690
Tasmania	3,189	12,397	–	–	–	–	3,189	12,397
New Zealand	16,690	65,149	1,148	4,103	–	–	17,838	69,252
Islands in the Pacific	615	2,751	–	–	–	–	615	2,751
British North America	6,721	27,647	1,124	2,850	15	34	7,860	30,531
British West Indies	10,063	36,677	10,474	38,485	1,304	2,624	21,841	77,786
Foreign West Indies	7,163	30,236	1,836	7,474	10	32	9,009	37,742
United States of America	4,974	21,203	1,319	5,350	191	416	6,484	26,969
Mexico	444	1,887	–	–	–	–	444	1,887
Central America	390	2,010	–	–	–	–	390	2,010
New Granada	530	2,638	–	–	–	–	530	2,638
Venezuela	337	1,453	–	–	–	–	337	1,453
Peru	1,656	8,148	4	16	–	–	1,660	8,164
Chili	1,079	5,087	1,817	6,524	–	–	2,896	11,611
Brazil	13,072	60,924	2,347	8,389	–	–	15,419	69,313
Uruguay	289	1,263	1,607	5,766	–	–	1,896	7,034
Argentine Confederation	810	3,918	2,401	8,556	–	–	3,211	12,474
Falkland Islands	216	715	–	–	–	–	216	715
TOTAL	363,355	1,264,246	45,384	163,021	1,523	3,123	410,262	1,430,390

Beer Exported from 1st October 1862 to 1st October 1863.

COUNTRIES to which Exported.	From England.		From Scotland.		From Ireland.		From the United Kingdom.	
	Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.
	Barrels.	£.	*Barrels.*	£.	*Barrels.*	£.	*Barrels.*	£.
Russia	3,341	11,845	–	–	–	–	3,341	11,845
Sweden	197	951	–	–	–	–	197	951
Norway	142	540	–	–	–	–	142	540
Denmark	514	1,791	15	47	–	–	529	1,838
Prussia	1,893	6,456	21	124	–	–	1,914	6,580
Mecklenburg	43	139	–	–	–	–	43	139
Hanover	113	379	–	–	–	–	113	379
Hamburg	2,544	7,710	548	2,365	–	–	3,092	10,075
Bremen	725	2,053	103	355	–	–	828	2,408
Holland	1,085	3,577	494	1,706	–	–	1,579	5,283
Belgium	1,290	6,491	–	–	–	–	1,290	6,491
Channel Islands	6,441	19,055	–	–	–	–	6,441	19,055
France	8,411	26,583	24	74	–	–	8,435	26,657
Portugal, Azores and Madeira	784	3,056	357	1,296	3	9	1,144	4,361
Spain and Canaries	787	2,837	2	4	–	–	789	2,841
Gibraltar	5,753	16,448	105	349	–	–	5,858	16,797
Italy	172	771	2	7	–	–	174	778
Papal Ports on the Mediterranean.	6	14	–	–	–	–	6	14
Austrian Territories	7	42	–	–	–	–	7	42
Malta	3,091	10,432	61	91	–	–	3,152	10,523
Ionian Islands	543	2,249	–	–	–	–	543	2,249
Greece	243	1,032	–	–	–	–	243	1,032
Turkey	966	4,592	–	–	–	–	966	4,592
Wallachia and Moldavia	33	202	–	–	–	–	33	202
Syria and Palestine	39	170	–	–	–	–	39	170
Egypt	1,205	5,631	25	95	–	–	1,230	5,726
Morocco	9	51	–	–	–	–	9	51
Western Africa	1,227	5,790	108	410	–	–	1,335	6,200
Cape Verde Islands	46	103	–	–	–	–	46	103
Ascension and St. Helena	712	3,514	–	–	–	–	712	3,514
British Possessions in South Africa.	11,299	46,024	550	1,779	–	–	11,849	47,803
Eastern Coast of Africa	22	134	–	–	–	–	22	134
Madagascar	5	22	–	–	–	–	5	22
Mauritius	3,779	13,967	577	1,896	–	–	4,356	15,863
Aden	1,065	3,631	–	–	–	–	1,065	3,631
British India:								
Continental Territories	146,497	391,935	9,460	34,387	–	–	155,957	426,322
Singapore	2,185	10,673	1,322	5,054	–	–	3,507	15,727
Ceylon	4,160	14,746	902	3,098	–	–	5,062	17,844
Siam	33	180	–	–	–	–	33	180
Cochin China	2	12	–	–	–	–	2	12
Java	86	461	63	286	–	–	149	747
Philippine Islands	207	1,123	46	179	–	–	253	1,302
China and Hong Kong	18,868	68,724	395	1,578	–	–	19,263	70,302
Japan	144	714	–	–	–	–	144	714
Australia:								
West Australia	3,397	12,458	–	–	–	–	3,397	12,458
South Australia	7,975	30,049	226	776	–	–	8,201	30,825
New South Wales	53,345	190,176	2,238	8,123	–	–	55,583	203,299
Queensland	4,545	19,520	556	1,853	–	–	5,101	21,373
Victoria	75,217	287,032	3,127	11,391	–	–	78,344	298,423
Tasmania	3,149	11,813	–	–	–	–	3,149	11,813
New Zealand	23,524	94,976	2,247	7,542	–	–	25,771	102,518
Islands in the Pacific	306	1,617	–	–	–	–	306	1,617
British North America	6,135	25,494	811	2,768	105	241	7,051	28,503
British West Indies	11,922	43,049	8,272	30,092	1,212	2,489	21,406	75,630
Foreign West Indies	5,534	22,689	2,527	10,249	–	–	8,061	32,938
United States of America	5,221	22,335	2,353	8,998	107	350	7,681	31,683
Mexico	857	3,341	–	–	–	–	857	3,341
Central America	496	2,274	–	–	–	–	496	2,274
New Granada	842	4,213	–	–	–	–	842	4,213
Venezuela	484	1,493	–	–	–	–	484	1,493
Ecuador	29	156	–	–	–	–	29	156
Peru	2,467	11,284	–	–	–	–	2,467	11,284
Chili	2,741	12,550	2,254	7,715	–	–	4,995	20,265
Brazil	13,522	73,566	3,258	11,949	–	–	16,780	85,515
Uruguay	1,029	4,879	1,710	5,898	–	–	2,739	10,777
Argentine Confederation	1,829	9,407	2,656	9,606	9	24	4,494	19,037
Falkland Islands	182	678	–	–	–	–	182	678
Total	455,462	1,586,899	47,415	172,140	1,436	3,113	504,313	1,762,152

BEER EXPORTED from 1st October 1863 to 1st October 1864.

COUNTRIES to which Exported.	From ENGLAND.		From SCOTLAND.		From IRELAND.		From the UNITED KINGDOM.	
	Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.
	Barrels.	£.	*Barrels.*	£.	*Barrels.*	£.	*Barrels.*	£.
Russia	3,381	12,917	–	–	–	–	3,381	12,917
Sweden	267	1,288	–	–	–	–	267	1,288
Norway	114	422	1	1	–	–	115	423
Denmark	425	1,454	17	49	–	–	442	1,503
Prussia	2,430	8,240	26	124	–	–	2,456	8,364
Mecklenburg	56	179	14	37	–	–	70	216
Hanover	62	206	–	–	–	–	62	206
Hamburg	3,289	10,947	723	3,376	–	–	4,012	14,323
Bremen	372	1,329	–	–	–	–	372	1,329
Lubeck	12	26	–	–	–	–	12	26
Holland	1,284	4,598	496	1,893	–	–	1,780	6,491
Belgium	3,595	9,585	–	–	–	–	3,595	9,585
Channel Islands	7,064	21,182	–	–	–	–	7,064	21,182
France	9,219	27,633	58	265	–	–	9,277	27,898
Portugal, Azores, and Madeira	933	3,453	365	1,713	1	3	1,299	5,169
Spain and Canaries	645	2,873	1	3	–	–	646	2,876
Gibraltar	11,249	33,107	243	770	–	–	11,492	33,877
Italy	318	1,545	1	2	–	–	319	1,547
Austrian Territories	10	44	–	–	–	–	10	44
Malta	3,329	12,019	13	53	–	–	3,342	12,062
Ionian Islands	290	1,093	3	20	–	–	293	1,113
Greece	168	689	–	–	–	–	168	689
Turkey	1,865	9,154	–	–	–	–	1,865	9,154
Wallachia and Moldavia	16	64	–	–	–	–	16	64
Syria and Palestine	69	287	–	–	–	–	69	287
Egypt	1,771	8,966	34	126	–	–	1,805	9,092
Algeria	20	64	–	–	–	–	20	64
Morocco	25	109	–	–	–	–	25	109
Western Africa	1,587	7,280	113	526	–	–	1,700	7,806
Cape Verde Islands	22	76	–	–	–	–	22	76
Ascension and St. Helena	813	3,907	–	–	–	–	813	3,907
British Possessions in South Africa.	14,963	58,605	610	2,370	–	–	15,573	60,975
Madagascar	15	64	–	–	–	–	15	64
Mauritius	6,657	21,968	1,260	5,301	–	–	7,917	27,279
Aden	813	1,632	–	–	–	–	813	1,632
British India:								
Continental Territories	126,699	349,407	12,973	63,415	–	–	139,672	412,822
Singapore	1,758	8,108	636	3,101	–	–	2,394	11,209
Ceylon	4,531	16,916	937	3,798	–	–	5,468	20,714
Portuguese India	1	6	–	–	–	–	1	6
Siam	23	125	–	–	–	–	23	125
Java	414	2,263	348	1,696	–	–	762	3,959
Philippine Islands	117	781	56	295	–	–	173	1,076
China and Hong Kong	15,377	61,722	551	2,581	–	–	15,928	64,303
Japan	852	3,523	34	160	–	–	886	3,683
Australia:								
West Australia	2,351	8,532	–	–	–	–	2,351	8,532
South Australia	6,749	27,017	176	891	–	–	6,925	27,908
New South Wales	35,921	136,938	178	600	–	–	36,099	137,538
Queensland	3,397	14,824	824	3,260	–	–	4,221	18,084
Victoria	51,050	201,968	2,854	11,323	–	–	53,904	213,291
Tasmania	2,544	10,036	–	–	–	–	2,544	10,036
New Zealand	21,087	91,996	2,420	9,915	–	–	23,507	101,911
Islands in the Pacific	374	1,700	–	–	–	–	374	1,700
British North America	6,159	27,981	1,386	4,525	315	778	7,860	33,284
British West Indies	14,901	58,830	9,078	35,903	857	1,793	24,836	96,526
Foreign West Indies	7,107	27,809	3,712	17,791	–	–	10,819	45,600
United States of America	7,464	31,763	3,437	15,988	3	9	10,904	47,760
Mexico	1,584	6,141	–	–	–	–	1,584	6,141
Central America	566	3,640	–	–	–	–	566	3,640
New Granada	771	4,980	–	–	–	–	771	4,980
Venezuela	891	3,310	–	–	–	–	891	3,310
Ecuador	29	140	–	–	–	–	29	140
Peru	4,169	17,360	242	1,117	–	–	4,411	18,477
Chili	2,980	11,871	3,538	17,988	–	–	6,518	29,859
Brazil	14,945	70,737	3,051	15,048	–	–	17,996	85,785
Uruguay	1,461	7,594	1,642	7,942	–	–	3,103	15,536
Argentine Confederation	1,706	8,466	3,846	18,838	–	–	5,552	27,304
Falkland Islands	176	596	–	–	–	–	176	596
TOTAL	415,302	1,484,085	55,897	252,804	1,176	2,583	472,375	1,739,472

Office of the Inspector General of Imports and Exports, Custom House, London, 5 April 1865.

John A. Messenger.

BREWERS, &c.

ACCOUNTS of the Number of PERSONS in each of the several COLLECTIONS in the United Kingdom Licensed as BREWERS, VICTUALLERS, to Sell BEER to be Drunk on the PREMISES, and to Sell BEER not to be Drunk on the PREMISES, from 30 September 1861 to 30 September 1864;—and, the Number of Barrels of BEER Exported from the United Kingdom, and the Declared Value thereof, and where Exported to, from 1 October 1861 to 1 October 1864, distinguishing *England*, *Scotland*, and *Ireland*; &c.

(*Mr. Locke.*)

Ordered, *by* The House of Commons, *to be Printed*,
22 *May* 1865.

COALS, CINDERS, AND CULM, &c.

RETURN to an Order of the Honourable The House of Commons, dated 10 May 1865;—*for*,

No. 1.—AN ACCOUNT "of the Quantities of Coals, Cinders, and Culm, and Patent Fuel Shipped at the several Ports of *England*, *Scotland*, and *Ireland*, Coastways, to other Ports of the United Kingdom, in the Year 1864; distinguishing the Quantity Shipped at each of the said Ports, as compared with the Year 1863:"

No. 2.—AN ACCOUNT "of the Quantities and Declared Value of Coals, Cinders, and Culm, and Patent Fuel Exported from the several Ports of *England*, *Scotland*, and *Ireland*, to Foreign Countries and the *British* Settlements Abroad, in the Year 1864; distinguishing the Countries to which the same were sent, and comparing the same with the Year 1863; also distinguishing the Ports of the United Kingdom from which the same were Shipped:"

No. 3.—AN ACCOUNT "of the Quantities of Coals, Cinders, and Culm, and Patent Fuel Exported from the United Kingdom in the Year 1864, with the Rate and Amount of Duty thereon:" And,

No. 4.—AN ACCOUNT "of the Quantities of Coals and Patent Fuel brought Coastways and by Inland Navigation into the Port of *London*, during the Year 1864, comparing the same with the Quantities brought during the Year 1863."

— No. 1. —

AN ACCOUNT of the Quantities of Coals, Cinders, and Culm, and Patent Fuel Shipped at the several Ports of *England*, *Scotland*, and *Ireland*, Coastways, to other Ports of the United Kingdom.

PORTS from which SHIPPED.	COALS, CINDERS, AND CULM.								PATENT FUEL.	
	YEAR 1863.				YEAR 1864.					
	Coals.	Cinders.	Culm.	Total.	Coals.	Cinders.	Culm.	Total.	Year 1863.	Year 1864.
England:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
London	4,201	1,929	-	6,130	4,868	2,883	-	7,751	—	—
Rochester	1,117	962	-	2,079	2,883	1,462	-	4,345	—	—
Faversham	-	125	-	125	—	—	—	—	—	—
Dover	-	805	-	805	—	—	—	—	—	—
Littlehampton	150	-	-	150	—	—	—	—	—	—
Portsmouth	11,269	302	-	11,571	8,871	321	-	9,192	—	—
Cowes	—	—	—	—	86	-	-	86	—	—
Plymouth	-	30	-	30	62	-	50	112	—	—
Bristol	327	95	-	422	102	150	-	252	—	—
Gloucester	167,983	-	205	168,188	169,895	-	29	169,924	—	—
Cardiff	862,765	2,495	-	865,260	839,569	1,737	602	841,908	123	4,821
Newport	547,634	333	-	547,967	608,692	1,040	-	609,732	—	—
Swansea	177,746	121	42,308	220,175	215,113	45	48,865	264,023	28,373	34,434
—— Neath	172,303	20	67,421	239,744	171,872	45	68,032	239,949	—	—
—— Port Talbot	71,318	280	-	71,598	58,599	9	-	58,608	—	—
—— Porth Cawl	21,257	69	-	21,326	16,883	83	-	16,966	—	—
Llanelly	200,790	-	19,749	220,539	232,882	-	19,828	252,710	—	—
Milford	20,157	-	24,305	44,462	24,490	-	35,237	59,777	—	—
Chester	61,866	-	-	61,866	49,739	-	-	49,739	—	—
Liverpool	164,024	-	-	164,024	228,143	9	-	228,152	—	—
Runcorn	103,013	326	-	103,339	115,241	315	-	115,556	—	—
Preston	42,010	55	-	42,065	40,165	-	77	40,242	—	—
Fleetwood	17,277	10	-	17,287	17,037	-	-	17,037	—	—
Lancaster	1,021	585	-	1,606	925	658	-	1,583	—	—
Whitehaven	150,804	14	2,127	152,945	144,777	-	2,950	147,727	—	—
Workington	140,411	-	-	140,411	136,982	-	-	136,982	—	—
Maryport	413,863	-	-	413,863	438,954	-	-	438,954	—	—
Carlisle	19,140	119	-	19,259	24,147	140	-	24,287	—	—
Berwick	53	-	-	53	84	-	-	84	—	—
Newcastle	2,128,254	22,421	-	2,150,675	2,286,565	15,704	-	2,302,269	290	—
Shields	135,781	6	-	135,787	153,053	-	-	153,053	—	—
Sunderland	2,457,694	517	-	2,458,211	2,377,875	1,189	-	2,379,064	-	1,979
Hartlepool	1,225,170	7,047	-	1,232,217	1,161,587	1,369	-	1,162,956	—	—
Middlesborough	175,170	3,323	-	178,493	208,239	4,754	-	212,993	—	—
Stockton	560	-	-	560	707	-	-	707	—	—
Goole	94,377	150	-	94,527	109,496	-	-	109,496	—	—
Hull	12,434	-	-	12,434	11,728	-	-	11,728	—	—
Grimsby	17,836	-	-	17,836	20,541	-	-	20,541	—	—
Gainsborough	16,172	-	-	16,172	10,879	-	-	10,879	—	—
Boston	522	-	-	522	205	-	-	205	—	—
Colchester	160	-	-	160	235	-	-	235	—	—
Scotland:										
Leith	13,902	-	-	13,902	11,242	-	-	11,242	—	—
Borrowstouness	102,589	-	-	102,589	105,845	-	-	105,845	—	—
Grangemouth	867	-	-	867	2,785	-	-	2,785	—	—
Alloa	10,347	-	-	10,347	45,867	-	-	45,867	—	—
Kirkaldy	50,156	-	-	50,156	52,990	-	-	52,990	—	—
Dundee	116	-	-	116	225	-	-	225	—	—
Greenock	7,929	-	-	7,929	11,889	-	-	11,889	—	—
Glasgow	121,101	65	-	121,166	129,382	-	-	129,382	—	—
Ardrossan	327,487	-	-	327,487	77,784	-	-	77,784	—	—
Troon with Irvine					280,616	-	-	280,616	—	—
Ayr	118,685	-	-	118,685	152,252	-	-	152,252	—	—
Campbeltown	-	-	-	-	30	-	-	30	—	—
Ireland:										
Ross	120	-	-	120	—	—	—	—	—	—
Total	10,389,933	42,204	156,115	10,588,252	10,763,078	31,913	175,720	10,970,711	28,786	41,234

No. 2.—AN ACCOUNT of the Quantities and Declared Value of COALS, CINDERS, and CULM, and PATENT FUEL Exported,

YEAR 1863.

PORTS from which SHIPPED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
ENGLAND:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
London	120,985	2,875	-	123,860	1,550	105,813	3,605	-	109,418	1,699
Newhaven	3	-	-	3	-	3	-	-	3	—
Southampton	105	-	80	185	-	56	-	64	120	—
Poole	323	-	-	323	-	323	-	-	323	—
Exeter	50	-	-	50	-	41	-	-	41	—
Teignmouth	239	-	-	239	-	119	-	-	119	—
Dartmouth	7	-	-	7	-	7	-	-	7	—
Plymouth	198	-	-	198	-	132	-	-	132	—
Falmouth	110	-	-	110	-	47	-	-	47	—
Penzance	5	-	-	5	-	2	-	-	2	—
Bideford	983	-	-	983	-	501	-	-	501	—
Bridgewater	33	-	-	33	-	21	-	-	21	—
Bristol	7,994	18	-	8,012	-	4,335	14	-	4,349	—
Gloucester	1,109	-	-	1,109	-	560	-	-	560	—
Cardiff	1,467,223	8,475	-	1,475,698	17,126	707,785	5,089	-	713,474	9,924
Newport	178,929	5,359	-	184,288	-	81,419	3,498	-	84,917	—
Swansea	465,928	1,307	610	467,845	48,135	217,710	983	215	218,908	26,426
——Neath	27,303	105	306	27,714	-	12,396	74	111	12,581	—
——Port Talbot	622	23	-	645	-	303	15	-	318	—
Llanelly	103,625	-	12,075	115,700	-	39,385	-	2,034	41,419	—
Milford	650	-	-	650	-	329	-	-	329	—
Chester	1,382	49	-	1,431	-	555	44	-	599	—
Liverpool	566,916	6,546	11	573,473	477	327,943	6,394	6	334,343	461
Runcorn	3,220	-	-	3,220	-	1,302	-	-	1,302	—
Preston	1,045	-	-	1,045	-	467	-	-	467	—
Fleetwood	1,578	-	-	1,578	-	855	-	-	855	—
Lancaster	2,652	-	-	2,652	-	1,180	-	-	1,180	—
Whitehaven	769	-	-	769	-	360	-	-	360	—
Maryport	7,757	279	-	8,036	-	2,818	225	-	3,043	—
Workington	1,344	-	-	1,344	-	467	-	-	467	—
Carlisle	5,577	-	-	5,577	-	2,447	-	-	2,447	—
Newcastle	1,935 158	123,739	-	2,058,897	-	798,840	81,602	-	880,442	—
Shields	233 849	1,232	-	235,081	-	94,696	734	-	95,430	—
Sunderland	1,090,143	28,131	-	1,118,274	-	379,331	17,355	-	396,686	—
Hartlepool	566,121	29,171	-	595,292	-	182,954	18,623	-	201,577	—
Middlesborough	94,250	33,866	-	128,116	-	32,515	21,041	-	53,556	—
Stockton	2,044	35	-	2,079	-	736	24	-	760	—
Hull	165,946	10,626	-	176,572	-	79,128	7,130	-	86,258	—
Goole	21,732	50	-	21,782	-	10,843	30	-	10,873	—
Grimsby	127,585	-	-	127,585	-	63,910	-	-	63,910	—
Gainsborough	1,113	-	-	1,113	-	470	-	-	470	—
Boston	85	-	-	85	-	38	-	-	38	—
SCOTLAND:										
Leith	58,752	984	1	59,737	-	58,173	838	1	59,012	—
Borrowstoness	163,640	125	-	163,765	-	106,980	115	-	107,095	—
Grangemouth	94,340	105	-	94,445	-	33,056	66	-	33,122	—
Alloa	40,763	-	-	40,763	-	13,785	-	-	13,785	—
Kirkaldy	80,271	62	-	80,333	-	28,798	20	-	28,818	—
Dundee	33,717	-	-	33,717	-	15,325	-	-	15,325	—
Arbroath	185	-	-	185	-	95	-	-	95	—
Aberdeen	191	-	-	191	-	95	-	-	95	—
Peterhead	18	-	-	18	-	15	-	-	15	—
Wick	74	-	-	74	-	26	-	-	26	—
Kirkwall	1,401	-	-	1,401	-	594	-	-	594	—
Greenock	72,394	-	-	72,394	-	30,136	-	-	30,136	—
Port Glasgow	12,834	-	-	12,834	-	4,857	-	-	4,857	—
Glasgow	88,128	569	-	88,697	-	43,529	505	-	44,034	—
Irvine	65,465	-	-	65,465	-	22,916	-	-	22,916	—
Ardrossan	27,956	-	-	27,956	-	9,302	-	-	9,302	—
Troon	54,391	-	-	54,391	-	18,409	-	-	18,409	—
Ayr	2,916	-	-	2,916	-	1,119	-	-	1,119	—
IRELAND:										
Dublin	100	-	-	100	-	75	-	-	75	—
Ross	279	-	-	279	-	223	-	-	223	—
Cork	2,320	-	-	2,320	-	1,272	-	-	1,272	—
Londonderry	943	-	-	943	-	506	-	-	506	—
Belfast	630	-	-	630	-	315	-	-	315	—
TOTAL	8,005,398	256,731	13,083	8,275,212	67,288	3,542,743	168,624	2,431	3,713,798	38,510

from the several Ports of *England, Scotland,* and *Ireland,* to Foreign Countries and *British* Settlements Abroad.

YEAR 1864.

PORTS from which SHIPPED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
ENGLAND:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
London	94,938	2,191	-	97,129	2,842	87,642	2,698	-	90,340	3,185
Newhaven	2	-	-	2	-	2	-	-	2	—
Littlehampton	1	-	-	1	-	1	-	-	1	—
Portsmouth	132	-	-	132	-	60	-	-	60	—
Southampton	901	-	90	991	-	852	-	74	926	—
Poole	15	-	-	15	-	15	-	-	15	—
Weymouth	1	-	-	1	-	1	-	-	1	—
Exeter	12	-	-	12	-	12	-	-	12	—
Dartmouth	86	-	-	86	-	66	-	-	66	—
Falmouth	412	-	-	412	-	366	-	-	366	—
Penzance	76	-	-	76	-	37	-	-	37	—
Bideford	303	-	-	303	-	220	-	-	220	—
Bristol	10,758	186	-	10,944	-	6,491	153	-	6,644	—
Beaumaris	172	-	-	172	-	80	-	-	80	—
Gloucester	2,180	-	-	2,180	-	1,117	-	-	1,117	—
Cardiff	1,467,314	6,301	-	1,473,615	23,201	816,540	4,595	-	821,135	15,679
Newport	281,065	951	-	282,016	30	143,906	638	-	144,544	23
Swansea	530,888	1,979	1,765	534,632	62,041	273,920	1,486	605	276,011	34,501
—— Neath	28,103	-	210	28,313	-	13,743	-	78	13,821	—
—— Port Talbot	1,499	-	-	1,499	-	767	-	-	767	—
Llanelly	124,121	23	10,520	134,669	595	53,453	19	1,926	55,398	258
Milford	628	-	-	628	-	346	-	-	346	—
Chester	2,283	-	-	2,283	-	1,187	-	-	1,187	—
Liverpool	694,006	22,002	-	716,008	716	419,427	21,542	-	440,969	687
Runcorn	8,605	-	-	8,605	-	4,068	-	-	4,068	—
Preston	445	-	-	445	-	214	-	-	214	—
Fleetwood	502	-	-	502	-	200	-	-	200	—
Lancaster	1,480	-	-	1,480	-	681	-	-	681	—
Whitehaven	1,103	-	-	1,103	-	462	-	-	462	—
Maryport	4,718	-	-	4,718	-	1,907	-	-	1,907	—
Workington	1,211	-	-	1,211	-	458	-	-	458	—
Carlisle	4,751	-	-	4,751	-	2,284	-	-	2,284	—
Berwick	672	-	-	672	-	304	-	-	304	—
Newcastle	2,194,935	139,675	-	2,334,610	38	906,638	92,181	-	998,819	25
Shields	253,830	1,945	-	255,775	-	103,220	1,484	-	104,704	—
Sunderland	1,058,583	18,460	-	1,077,043	1,500	376,328	11,677	-	388,005	750
Hartlepool	514,852	34,931	-	549,783	-	171,641	24,958	-	196,599	—
Middlesborough	81,526	29,170	-	110,696	-	28,826	19,911	-	48,737	—
Stockton	758	-	-	758	-	265	-	-	265	—
Hull	156,828	1,269	-	158,097	-	75,007	956	-	75,963	—
Goole	12,872	-	-	12,872	-	6,086	-	-	6,086	—
Grimsby	127,454	20	-	127,474	-	63,677	17	-	63,694	—
Gainsborough	375	-	-	375	-	188	-	-	188	—
Lowestoft	1	-	-	1	-	1	-	-	1	—
SCOTLAND:										
Glasgow	89,056	300	-	89,356	1	45,648	317	-	45,965	2
Leith	67,331	64	-	67,395	-	79,133	64	-	79,197	—
Borrowstoness	164,278	36	-	164,314	-	91,815	34	-	91,849	—
Grangemouth	84,508	251	-	84,759	-	29,817	219	-	30,036	—
Alloa	51,906	-	-	51,906	-	16,332	-	-	16,332	—
Kirkaldy	93,900	-	-	93,900	-	33,915	-	-	33,915	—
Dundee	31,039	-	-	31,039	-	13,767	-	-	13,767	—
Arbroath	670	-	-	670	-	207	-	-	207	—
Inverness	260	-	-	260	-	78	-	-	78	—
Peterhead	208	-	-	208	-	280	-	-	280	—
Wick	105	-	-	105	-	100	-	-	100	—
Lerwick	60	-	-	60	-	48	-	-	48	—
Stornoway	420	-	-	420	-	140	-	-	140	—
Greenock	80,537	550	-	81,087	-	34,100	641	-	34,741	—
Port Glasgow	6,270	-	-	6,270	-	2,468	-	-	2,468	—
Ardrossan	87,426	262	-	87,688	-	30,008	302	-	30,310	—
Troon (with Irvine)	107,430	-	-	107,430	-	35,641	-	-	35,641	—
Ayr	1,874	-	-	1,874	-	684	-	-	684	—
Stranraer	902	-	-	902	-	323	-	-	323	—
IRELAND:										
Dublin	570	-	-	570	-	380	-	-	380	—
Wexford	650	-	-	650	-	393	-	-	393	—
Waterford	100	-	-	100	-	80	-	-	80	—
Ross	650	-	-	650	-	525	-	-	525	—
Cork	360	-	-	360	-	180	-	-	180	—
Londonderry	200	-	-	200	-	75	-	-	75	—
Belfast	645	-	-	645	-	355	-	-	355	—
TOTAL	8,536,752	260,571	12,585	8,809,908	90,964	3,979,198	183,892	2,683	4,165,773	55,110

No. 2.—AN ACCOUNT of the Quantities and Declared Value of Coals, Cinders, and Culm, and Patent Fuel Exported,

YEAR 1863.

COUNTRIES to which EXPORTED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
Russia: Northern Ports	400,568	15,965	-	416,533	-	167,049	10,489	-	177,538	—
„ Southern Ports	42,857	786	-	43,643	-	21,276	465	-	21,741	—
Sweden	211,421	19,441	-	230,862	-	83,638	12,609	-	96,247	—
Norway	116,147	5,886	1	122,034	-	46,646	3,841	1	50,488	—
Denmark	545,121	15,743	-	560,864	140	217,176	10,837	-	228,013	84
Prussia	505,521	16,779	-	522,300	-	180,764	10,320	-	191,084	—
Mecklenburg	46,715	1,588	-	48,303	-	16,933	847	-	17,780	—
Hanover	83,107	2,906	-	86,013	-	28,452	1,744	-	30,196	—
Oldenburg	28,587	627	-	29,214	-	14,220	374	-	14,594	—
Hamburg	489,092	17,519	-	506,611	-	190,415	11,100	-	201,515	—
Bremen	5,763	-	-	5,763	-	3,820	-	-	3,820	—
Lubeck	25,492	1,193	-	26,685	-	10,582	649	-	11,231	—
Holland	212,158	3,044	-	215,202	-	90,849	1,884	-	92,733	—
Belgium	26,000	358	-	26,358	-	16,609	215	-	16,824	—
Channel Islands	68,861	472	46	69,379	157	31,854	316	18	32,188	94
France	1,286,858	6,791	12,606	1,306,255	7,499	537,247	4,242	2,249	543,738	4,037
Portugal, Azores, and Madeira	134,257	1,334	78	135,669	1,883	59,975	833	21	60,829	1,029
Spain and Canaries	482,670	85,202	-	567,872	22,904	223,125	55,542	-	278,667	12,690
Gibraltar	89,775	-	-	89,775	306	42,868	-	-	42,868	168
Italy	475,270	9,889	341	485,500	5,176	207,197	6,524	136	213,857	2,650
Papal Ports on the Mediterranean	17,264	-	-	17,264	-	8,421	-	-	8,421	—
Austrian Territories	72,178	1,240	-	73,418	-	32,085	810	-	32,895	—
Malta	129,890	-	-	129,890	-	62,386	-	-	62,386	—
Ionian Islands	34,438	-	-	34,438	-	14,866	-	-	14,866	—
Greece	27,083	28	-	27,111	-	12,936	23	-	12,959	—
Turkey	167,319	314	-	167,633	405	77,448	188	-	77,636	228
Wallachia and Moldavia	6,787	120	-	6,907	140	3,499	90	-	3,589	84
Syria and Palestine	13,685	-	-	13,685	-	6,380	-	-	6,380	—
Egypt	246,586	18,372	-	264,958	5,377	112,193	10,945	-	123,138	3,162
Tunis	2,414	-	-	2,414	-	1,156	-	-	1,156	—
Algeria	21,540	14	-	21,554	674	9,040	8	-	9,048	393
Morocco	155	-	-	155	-	80	-	-	80	—
Western Coast of Africa	16,366	18	-	16,384	1,139	8,460	7	-	8,467	1,034
Cape Verde Islands	31,397	-	-	31,397	3,759	15,499	-	-	15,499	2,069
Ascension	3,088	-	-	3,088	-	1,391	-	-	1,391	—
St. Helena	2,667	-	-	2,667	-	1,455	-	-	1,455	—
British Possessions in South Africa	24,924	466	-	25,390	1,080	13,781	505	-	14,286	875
Eastern Coast of Africa	700	-	-	700	-	335	-	-	335	—
Madagascar	250	-	-	250	-	250	-	-	250	—
Mauritius	28,145	44	-	28,189	1,048	12,905	36	-	12,941	656
Arabia, Aden	83,218	-	-	83,218	1,185	41,095	-	-	41,095	703
„ Muscat	2,489	-	-	2,489	-	1,189	-	-	1,189	—
British India: Continental Territories	222,485	15,426	-	237,911	1,462	114,139	12,441	-	126,580	869
„ Singapore	50,565	71	-	50,636	3,844	24,732	45	-	24,777	2,202
„ Ceylon	69,440	10	-	69,450	3,250	33,089	13	-	33,102	1,931
Portuguese India	75	-	-	75	-	39	-	-	39	—
Siam	184	-	-	184	-	88	-	-	88	—
Cochin China	200	-	-	200	-	160	-	-	160	—
Java	29,169	304	-	29,473	-	12,540	385	-	12,925	—
Philippine Islands	9,428	-	-	9,428	-	3,289	-	-	3,289	—
China and Hong Kong	158,124	205	-	158,329	920	78,265	224	-	78,489	551
Japan	1,457	-	-	1,457	-	980	-	-	980	—
Australia	34,005	1,191	-	35,196	-	23,167	1,514	-	24,681	—
British North America	195,367	845	-	196,212	-	81,228	601	-	81,829	—
British West Indies	143,697	62	-	143,759	679	75,565	62	-	75,627	590
Foreign West Indies	242,473	498	-	242,971	-	114,407	329	-	114,736	—
United States of America:										
Ports on the Atlantic	275,593	300	-	275,893	-	161,900	195	-	162,095	—
Ports on the Pacific	12,497	25	-	12,522	-	8,428	6	-	8,434	—
Mexico	8,402	10	-	8,412	-	4,294	5	-	4,299	—
Central America	1,336	92	-	1,428	-	500	73	-	573	—
New Granada	9,503	5	-	9,508	800	5,011	3	-	5,014	456
Venezuela	1,385	-	-	1,385	-	719	-	-	719	—
Ecuador	239	-	-	239	-	125	-	-	125	—
Peru	26,320	1,247	-	27,567	3,190	16,861	771	-	17,632	1,806
Chili	72,288	1,786	-	74,074	-	33,724	954	-	34,678	—
Brazil	161,941	4,144	-	166,085	271	84,238	2,555	-	86,793	149
Uruguay	49,015	309	11	49,335	-	24,537	203	6	24,746	—
States of the Argentine Confederation.	19,755	4,062	-	23,817	-	12,294	2,802	-	15,096	—
Falkland Islands	1,632	-	-	1,632	-	879	-	-	879	—
TOTAL	8,005,398	256,731	13,083	8,275,212	67,288	3,542,743	168,624	2,431	3,713,798	38,510

from the several Ports of *England, Scotland,* and *Ireland,* to Foreign Countries and the *British* Settlements Abroad—*continued.*

YEAR 1864.

COUNTRIES to which EXPORTED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
Russia: Northern Ports	388,538	9,014	- -	397,552	- -	162,920	6,181	- -	169,101	—
„ Southern Ports	75,160	132	- -	75,292	- -	37,017	142	- -	37,159	—
Sweden	223,512	22,382	- -	245,894	- -	88,533	14,885	- -	103,418	—
Norway	173,407	6,410	- -	179,817	40	69,931	4,455	- -	74,386	26
Denmark, including Iceland	476,495	12,423	- -	488,918	3	194,113	8,752	- -	202,865	2
Schleswig and Holstein	108,467	897	- -	109,364	- -	39,471	606	- -	40,077	—
Prussia	342,510	13,212	- -	355,722	- -	122,534	8,827	- -	131,361	—
Mecklenburg	37,122	1,900	- -	39,022	- -	13,307	1,137	- -	14,444	—
Hanover	52,346	2,112	- -	54,458	- -	20,378	1,361	- -	21,739	—
Oldenburg	21,022	652	- -	21,674	- -	11,479	409	- -	11,888	—
Hamburg	524,785	18,486	- -	543,271	- -	209,411	14,058	- -	223,469	—
Bremen	7,492	- -	- -	7,492	- -	5,454	- -	- -	5,454	—
Lubeck	25,131	696	- -	25,827	- -	10,180	426	- -	10,606	—
Heligoland	50	- -	- -	50	- -	15	- -	- -	15	—
Holland	237,159	4,173	- -	241,332	- -	101,362	2,967	- -	104,329	—
Belgium	24,760	322	- -	25,082	10	12,396	221	- -	12,617	7
Channel Islands	64,836	472	132	65,440	- -	29,882	316	57	30,255	—
France	1,431,595	4,434	11,465	1,447,494	3,374	617,774	3,045	2,320	623,139	2,124
Portugal, Azores, and Madeira	153,624	1,433	180	155,237	2,317	71,220	1,032	63	72,315	1,337
Spain and Canaries	470,245	75,784	- -	546,029	34,814	235,631	51,611	- -	287,242	19,291
Gibraltar	89,171	- -	- -	89,171	130	48,321	- -	- -	48,321	78
Italy	598,070	12,321	808	611,199	10,110	272,518	7,937	213	280,668	5,464
Papal Ports on the Mediterranean	16,188	- -	- -	16,188	- -	8,063	- -	- -	8,063	—
Austrian Territories	105,878	1,391	- -	107,269	- -	52,337	911	- -	53,248	—
Malta	185,672	- -	- -	185,672	- -	93,671	- -	- -	93,671	—
Ionian Islands	35,861	- -	- -	35,861	- -	19,130	- -	- -	19,130	—
Greece	21,692	776	- -	22,468	- -	11,057	486	- -	11,543	—
Turkey	188,301	1,627	- -	189,928	2,203	94,378	1,200	- -	95,578	1,254
Wallachia and Moldavia	12,969	45	- -	13,014	- -	6,586	59	- -	6,645	—
Syria and Palestine	9,815	- -	- -	9,815	- -	4,878	- -	- -	4,878	—
Egypt	325,066	31,750	- -	356,816	1,822	148,985	19,666	- -	168,651	1,171
Tunis	2,754	- -	- -	2,754	- -	1,461	- -	- -	1,461	—
Algeria	18,826	- -	- -	18,826	1,297	8,626	- -	- -	8,626	829
Morocco	1,769	- -	- -	1,769	- -	939	- -	- -	939	—
Western Coast of Africa	16,714	- -	- -	16,714	2,003	9,167	- -	- -	9,167	1,206
Cape Verde Islands	35,811	- -	- -	35,811	6,291	19,203	- -	- -	19,203	3,494
Ascension	890	- -	- -	890	- -	562	- -	- -	562	—
St. Helena	1,411	- -	- -	1,411	- -	904	- -	- -	904	—
British Possessions in South Africa	56,622	845	- -	57,467	1,125	31,501	841	- -	32,342	1,169
Eastern Coast of Africa	2,437	- -	- -	2,437	- -	1,403	- -	- -	1,403	—
Mauritius	17,355	10	- -	17,865	733	9,651	6	- -	9,657	841
Arabia, Aden	37,948	- -	- -	37,948	8,483	20,066	- -	- -	20,066	6,028
——— Muscat	1,808	- -	- -	1,808	- -	808	- -	- -	808	—
Persia	763	- -	- -	763	- -	360	- -	- -	360	—
British India: Continental Territories	214,592	21,186	- -	235,778	3,492	114,240	21,025	- -	135,265	2,506
„ Singapore	84,755	- -	- -	84,755	254	44,040	- -	- -	44,040	134
„ Ceylon	43,236	269	- -	43,505	4,738	22,177	129	- -	22,306	3,200
Siam	1,249	- -	- -	1,249	- -	621	- -	- -	621	—
Java	22,145	85	- -	22,230	- -	10,431	115	- -	10,546	—
Philippine Islands	3,552	- -	- -	3,552	- -	2,012	- -	- -	2,012	—
China and Hong Kong	144,810	788	- -	145,598	4,181	76,832	900	- -	77,732	2,936
Japan	1,633	- -	- -	1,633	- -	1,298	- -	- -	1,298	—
Australia	35,049	1,450	- -	36,499	11	25,159	1,437	- -	26,596	13
Sandwich Islands	417	- -	- -	417	- -	408	- -	- -	408	—
British North America	169,667	3,521	- -	173,188	- -	80,638	2,412	- -	83,050	—
British West Indies	223,627	249	- -	223,876	422	138,262	226	- -	138,488	408
Foreign West Indies	370,804	161	- -	370,965	2,477	190,645	154	- -	190,799	1,581
United States of America:										
Ports on the Atlantic	183,821	- -	- -	183,821	- -	115,701	- -	- -	115,701	—
Ports on the Pacific	18,903	39	- -	18,942	- -	13,739	30	- -	13,769	—
Mexico	2,389	- -	- -	2,389	- -	1,277	- -	- -	1,277	—
Central America	995	12	- -	1,007	- -	702	18	- -	720	—
New Granada	7,561	11	- -	7,572	- -	4,121	15	- -	4,136	—
Venezuela	2,364	- -	- -	2,364	- -	1,310	- -	- -	1,310	—
Ecuador	550	- -	- -	550	- -	385	- -	- -	385	—
Peru	48,013	2,194	- -	50,207	- -	29,465	1,016	- -	30,481	—
Bolivia	363	- -	- -	363	- -	166	- -	- -	166	—
Chili	85,525	1,395	- -	86,920	630	43,744	1,041	- -	44,785	318
Brazil	132,438	4,554	- -	136,992	4	105,314	3,122	- -	108,436	3
Uruguay	44,839	120	- -	44,959	- -	24,042	98	- -	24,140	—
States of the Argentine Confederation	19,419	838	- -	20,257	- -	13,765	617	- -	14,382	—
Falkland Islands	1,409	- -	- -	1,409	- -	1,061	- -	- -	1,061	—
Northern Whale Fishery	80	- -	- -	80	- -	60	- -	- -	60	—
TOTAL	8,536,752	260,571	12,585	8,809,908	90,964	3,979,198	183,892	2,683	4,165,773	55,110

— No. 3. —

AN ACCOUNT of the Quantities of COALS, CINDERS, and CULM, and PATENT FUEL Exported from the United Kingdom to Foreign Countries and *British* Settlements Abroad, with the Rate and Amount of Duty Received thereon.

YEAR 1864.

	QUANTITIES EXPORTED.
	Tons.
Coals	8,536,752
Cinders	260,571
Culm	12,585
TOTAL	8,809,908
	Tons.
Patent Fuel	90,964

The Duties on Coals, Cinders, and Culm Exported, were wholly repealed by Act 13 & 14 Vict. c. 95, from 14 August 1850.

— No. 4. —

AN ACCOUNT of the Quantities of COALS and PATENT FUEL brought COASTWAYS and by INLAND NAVIGATION into the Port of *London* during the Year 1864, comparing the same with the Quantities brought during the Year 1863.

COALS and PATENT FUEL brought into the Port of *London*.

	COALS.		PATENT FUEL.	
	Years		Years	
	1863.	1864.	1863.	1864.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Coastways	3,335,174	3,116,703	24,775	23,481
By Inland Navigation and Land Carriage	1,791,932	2,359,723	—	—
TOTAL	5,127,106	5,476,426	24,775	23,481

The Quantities of Coals brought into the Port of London, as shown above, are stated on the authority of the Registrar of the Coal Market.

Office of the Inspector General of Imports and Exports, Custom House, London, 15 June 1865.

John A. Messenger.

AN ACCOUNT of the Quantities of Coals, Cinders, Culm, and Patent Fuel Shipped Coastways, from the Ports of *England*, *Scotland*, and *Ireland* severally; of the Quantities Exported from the same Ports to Foreign Countries and British Settlements Abroad; and, of the Quantities brought Coastways into the Port of *London*, in the Years 1863 and 1864.

(*Mr. Hussey Vivian.*)

Ordered, by The House of Commons, *to be Printed,*
19 *June* 1865.

Under 1 *oz.*

COPPER, &c.

RETURN to an Order of the Honourable The House of Commons, dated 24 February 1865;—*for*,

A RETURN "of all EXPORTS and IMPORTS of COPPER and COPPER ORE and REGULUS, TIN and TIN ORE, LEAD and LEAD ORE, SPELTER and ZINC, for Twelve Months to the 31st day of December 1864 (in continuation of Parliamentary Paper, No. 253, of Session 1864)."

(*Mr. Davey.*)

Ordered, by The House of Commons, *to be Printed*,
10 *May* 1865.

COPPER.

COPPER Imported into the United Kingdom in the Year ended 31 December 1864.

PORTS INTO WHICH IMPORTED.	Ore.	Regulus.	Unwrought, in Bricks or Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture (including all Yellow Metal Sheathing).	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures and Copper Plates Engraved.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Value. £.*
London	3,314	52	3,869	185	634	41	78,657
Liverpool	24,682	9,198	223	122	14,167	8	12,818
Bristol	140	3	-	22	—	—	—
Hull	23	—	47	4	114	—	500
Hartlepool	—	—	25	75	-	—	254
Newcastle	190	—	61	8	—	—	—
Shields	262	—	—	—	—	—	—
Newport	—	—	-	-	-	—	336
Swansea	37,126	16,215	5,790	10	9	—	2,340
Llanelly	2	550	—	—	—	—	—
Newhaven	—	—	-	2	-	—	268
Southampton	682	—	-	10	-	—	850
Leith	140	—	-	1	-	—	92
Glasgow	461	—	-	-	-	—	24
Cork	260	—	-	1	—	—	—
Other Ports	4	—	-	9	-	—	70
TOTAL IMPORT	67,286	26,018	10,015	449	14,924	49	96,209
COUNTRIES FROM WHICH IMPORTED.							
Sweden—Ports within the Baltic	253	—	—	—	—	—	—
Ports without the Baltic	32	—	1	23	53	2	393
Norway	738	—	64	-	70	—	—
Denmark: Iceland	—	—	-	-	-	—	24
Duchies of Schleswig and Holstein, with Lauenburg	—	—	25	—	—	—	—
Prussia	—	—	-	-	-	—	360
Hamburg	—	—	43	69	75	—	456
Bremen	—	—	11	4	-	—	208
Holland	1	—	47	82	25	—	907
Belgium	5	—	-	4	-	—	14,613
Channel Islands	—	—	-	3	2	—	208
France—Ports without the Mediterranean	1,022	550	148	16	118	—	66,764
Ports within the Mediterranean	1,313	—	—	—	—	—	—
Portugal	2,506	14	-	15	-	—	100
Azores	110	—	-	2	—	—	—
Spain—Ports without the Mediterranean	2,844	—	64	1	1,326	34	—
Ports within the Mediterranean	928	—	—	—	—	—	—
Gibraltar	—	—	20	19	—	—	—
Italy—Genoa	1,150	—	—	—	—	—	—
Tuscany	2,126	—	51	12	1	—	—
Turkey (European)	—	—	14	-	-	—	40
Egypt—Ports on the Mediterranean	60	—	-	-	1	1	840
West Coast of Africa: Portuguese Possessions	28	—	—	—	—	—	—
British Possessions in South Africa	4,384	2	2	11	-	—	30
British India	—	—	741	7	5	—	2
China	125	—	-	1	-	—	600
West Australia	559	—	—	—	—	—	—
South Australia	2,710	52	1,494	3	199	—	—
Victoria (Australia)	24	—	1,456	11	91	—	—
New South Wales	113	—	50	9	59	5	—
British North America	571	3	-	7	-	—	2,500
British West India Islands	—	—	-	35	-		2
Cuba	11,934	591	9	1	9	—	—
United States—Northern Atlantic Ports	5,794	—	11	42	66	6	8,114
Ports on the Pacific	607	23	—	—	—	—	—
Mexico—Ports on the Atlantic	—	—	-	-	17	—	—
New Granada—Ports on the Atlantic	780	102	116	1	907	—	—
Venezuela	39	—	—	—	—	—	—
Peru	269	445	1,155	2	677	—	25
Bolivia	5,537	1,471	—	—	—	—	—
Chili	20,664	22,659	4,483	5	10,736	—	—
States of the Argentine Confederation	—	106	-	-	471	—	—
Paraguay	32	—	—	—	—	—	—
Other Parts	28	—	10	64	16	1	23
TOTAL IMPORT	67,286	26,018	10,015	449	14,924	49	96,209

COPPER EXPORTED from the UNITED KINGDOM in the Year ended 31 December 1864.

PORTS from which EXPORTED.	Ore.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c. (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other Sorts.	TOTAL of British Copper (exclusive of Ore).
BRITISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
London	-	2,689	53	14,677	18	80	17,517
Liverpool	-	1,699	336	11,962	7	721	14,728
Bristol	-	216	-	5	-	-	221
Cardiff	-	2	-	4	1	-	7
Goole	-	20	-	-	-	-	20
Grimsby	-	15	-	-	-	-	15
Hartlepool	-	-	-	22	-	20	42
Harwich	-	22	-	-	-	-	22
Hull	-	85	-	765	8	42	900
Littlehampton	-	-	-	-	-	4	4
Newcastle	-	48	-	53	-	-	101
Newhaven	-	2	-	4	-	29	35
Southampton	-	31	1	62	-	5	99
Swansea	-	1,031	-	1,499	3	12	2,545
Weymouth	-	-	-	17	-	-	17
Other Ports of England	-	-	-	1	-	3	4
Leith	-	17	-	-	-	1	18
Dundee	-	-	-	4	-	-	4
Glasgow	-	82	-	424	1	18	525
Grangemouth	-	52	-	-	-	-	52
Greenock	-	-	-	2	-	-	2
Port Glasgow	-	-	-	14	-	-	14
TOTAL Export of British Copper	-	6,011	390	29,515	38	938	36,892

PORTS from which EXPORTED.	Ore.	Regulus.	Unwrought, in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures, and Copper Plates Engraved.
FOREIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.
London	-	-	1,014	1	931	1	1,293
Liverpool	601	-	172	-	6,148	—	—
Hull	31	-	155	-	541	-	30
Southampton	4	—	—	—	—	—	—
Goole	23	—	—	—	—	—	—
Swansea	644	—	—	—	—	—	—
Harwich	-	-	-	-	61	—	—
TOTAL Export of Foreign Copper	1,303	-	1,341	1	7,681	1	1,323

COPPER Exported from the United Kingdom in the Year ended 31 December 1864—*continued*.

COUNTRIES TO WHICH EXPORTED.	Ore.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c. (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other Sorts.	TOTAL of British Copper (exclusive of Ore).
BRITISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Russia: Northern Ports	–	6	–	246	7	23	282
„ Southern Ports	–	–	35	4	–	–	39
Sweden	–	–	–	139	–	1	140
Norway	–	–	–	115	–	2	117
Denmark, Proper	–	10	–	23	2	–	35
Prussia	–	50	–	83	–	–	133
Hanover	–	16	–	5	–	–	21
Hamburg	–	204	–	519	5	9	737
Bremen	–	13	–	115	–	–	428
Holland	–	833	–	802	2	4	1,641
Belgium	–	322	–	339	–	36	697
Channel Islands	–	–	–	170	–	2	172
France	–	1,743	–	1,890	6	63	3,702
Portugal, Azores, and Madeira	–	1	–	294	2	5	302
Spain and the Canaries	–	3	–	96	–	19	118
Gibraltar	–	–	–	13	–	1	14
Italy: Genoa	–	106	1	612	3	275	997
„ Tuscany	–	–	–	53	–	–	53
„ Ancona and the Romagna	–	1	–	4	1	–	6
„ Naples and Sicily	–	46	–	393	1	5	445
Austrian Territories: Illyria, Croatia, and Dalmatia	–	5	–	166	–	–	171
Malta	–	–	–	95	–	–	95
Ionian Islands	–	–	–	24	–	7	31
Greece	–	3	–	162	–	–	165
Turkey	–	1	332	1,314	–	14	1,661
Wallachia and Moldavia	–	–	–	23	–	–	23
Syria and Palestine	–	–	–	412	–	–	412
Egypt	–	29	–	3,520	1	180	3,730
West Coast of Africa	–	–	–	13	–	4	17
British Possessions in South Africa	–	–	–	42	–	4	46
Mauritius	–	–	–	248	–	10	258
Madagascar	–	–	–	14	–	–	14
British India: Continental Territories	–	2,198	–	13,477	4	137	15,816
„ „ Singapore	–	–	2	344	–	2	348
„ „ Ceylon	–	2	–	47	–	–	49
Java	–	–	–	158	–	1	159
Philippine Islands	–	–	–	85	–	1	86
Siam	–	–	–	9	–	–	9
China and Hong Kong	–	–	–	629	–	2	631
Australia	–	–	3	292	1	11	307
British North America	–	52	14	624	–	4	694
British West India Islands, and British Guiana	–	34	1	236	1	50	322
„ Honduras	–	–	–	7	–	–	7
Foreign West Indies	–	1	2	349	–	12	364
United States, on the Atlantic, Northern Ports	–	329	–	159	–	3	491
„ „ on the Pacific	–	–	–	16	–	–	16
Mexico	–	–	–	12	–	–	12
Central America	–	–	–	7	–	–	7
New Granada	–	3	–	24	–	1	28
Venezuela	–	–	–	11	–	–	11
Peru	–	–	–	51	–	5	56
Chili	–	–	–	149	–	5	154
Brazil	–	–	–	541	1	35	577
Uruguay	–	–	–	8	–	–	8
States of the Argentine Confederation	–	–	–	27	–	–	27
Other Parts	–	–	–	5	1	5	11
TOTAL Export of British Copper	–	6,011	390	29,515	38	938	36,892

COUNTRIES TO WHICH EXPORTED.	Ore.	Regulus.	Unwrought in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures, and Copper Plates Engraved.
FOREIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.
Russia, Northern Ports	–	–	10	–	1	—	—
„ Southern Ports	–	–	–	–	–	–	238
Prussia	–	–	111	–	132	—	—
Hanover	–	–	69	–	52	—	—
Hamburg	10	–	101	–	217	–	20
Bremen	–	–	–	–	37	—	—
Holland	70	–	331	–	1,455	–	100
Belgium	6	–	131	–	354	—	—
France	1,211	–	84	1	4,708	—	—
Portugal	–	–	–	–	–	–	250
Italy: Genoa	–	–	52	–	7	—	—
„ Naples and Sicily	–	–	16	—	—	—	—
„ Ancona and the Romagna	–	–	7	—	—	—	—
Austrian Territories: Illyria, Croatia, and Dalmatia	–	–	5	—	—	—	—
Turkey	–	–	5	–	–	–	10
Egypt	5	–	–	–	20	—	—
Syria and Palestine	–	–	16	—	—	—	—
Morocco	–	–	–	–	–	1	109
British India: Continental Territories	–	–	378	–	275	–	500
United States of America: Northern Atlantic Ports	–	–	25	–	418	—	—
Other Parts	1	–	–	–	5	–	96
TOTAL Export of Foreign Copper	1,303	–	1,341	1	7,681	1	1,323

COPPER Exported from the Port of London in the Year ended 31 December 1864.

COUNTRIES TO WHICH EXPORTED.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c. (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other Sorts.	Total of British Copper (exclusive of Ore).
BRITISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Russia: Northern Ports	6	-	239	6	-	251
„ Southern Ports	-	35	4	-	-	39
Sweden	-	-	119	-	-	119
Norway	-	-	22	-	-	22
Prussia	27	-	74	-	-	101
Hanover	6	-	-	-	-	6
Hamburg	133	-	381	-	1	515
Bremen	13	-	296	-	-	309
Holland	203	-	697	-	1	901
Belgium	299	-	206	-	12	517
Channel Islands	-	-	25	-	1	26
France	23	-	38	1	1	63
Portugal, Azores, and Madeira	-	-	149	-	2	151
Spain and the Canaries	-	-	31	-	9	40
Gibraltar	-	-	10	-	1	11
Italy: Genoa	70	-	152	2	2	226
„ Tuscany	-	-	16	-	-	16
„ Naples and Sicily	38	-	148	-	-	186
Austrian Territories: Illyria, Croatia, and Dalmatia	5	-	49	-	-	54
Malta	-	-	30	-	-	30
Greece	3	-	9	-	-	12
Turkey	-	13	455	-	-	468
Egypt	21	-	78	1	-	100
British Possessions in South Africa	-	-	31	-	3	34
Madagascar	-	-	14	-	-	14
Mauritius	-	-	248	-	2	250
British India: Continental Territories	1,792	-	9,649	3	10	11,454
„ Singapore	-	2	197	-	2	201
„ Ceylon	2	-	46	-	-	48
Java	-	-	74	-	-	74
Philippine Islands	-	-	59	-	-	59
Siam	-	-	9	-	-	9
China and Hong Kong	-	-	507	-	2	509
Australia	-	3	245	1	9	258
British North America	-	-	43	-	3	46
British West India Islands and British Guiana	-	-	126	1	18	145
British Honduras	-	-	6	-	-	6
Foreign West Indies	-	-	3	-	-	3
United States on the Atlantic, Northern Ports	47	-	-	-	-	47
„ „ on the Pacific	-	-	12	-	-	12
Brazil	-	-	146	-	-	146
States of the Argentine Confederation	-	-	15	-	-	15
Other Parts	1	-	19	3	1	24
Total Export of British Copper from London	2,689	53	14,677	18	80	17,517

COUNTRIES TO WHICH EXPORTED.	Ore.	Regulus.	Unwrought, in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures, and Copper Plates Engraved.
FOREIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.
Russia: Northern Ports	–	–	10	-	1	—	—
„ Southern Ports	–	–	-	-	-	–	238
Prussia	–	–	68	-	132	—	—
Hanover	–	–	69	-	52	—	—
Hamburg	–	–	101	-	217	–	20
Bremen	–	–	-	-	37	—	—
Holland	–	–	262	-	208	–	100
Belgium	–	–	65	-	15	—	—
France	–	–	27	1	10	—	—
Portugal	–	–	-	-	-	–	250
Italy: Genoa	–	–	31	-	5	—	—
„ Naples and Sicily	–	–	16	—	—	—	—
„ Ancona and the Romagna	–	–	7	—	—	—	—
Austrian Territories: Illyria, Croatia, and Dalmatia.	–	–	5	—	—	—	—
Turkey	–	–	5	-	-	–	10
Egypt	–	–	-	-	20	—	—
Morocco	–	–	-	-	-	1	109
British India: Continental Territories	–	–	348	-	229	–	500
Other Parts	–	–	-	-	5	–	66
Total Export of Foreign Copper from London	–	–	1,014	1	931	1	1,293

COPPER EXPORTED from the PORT of LIVERPOOL in the Year ended 31 December 1864.

COUNTRIES TO WHICH EXPORTED.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c. (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other Sorts.	TOTAL of British Copper (exclusive of Ore).
BRITISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Holland	303	-	12	-	-	315
France	597	-	304	-	17	918
Portugal, Azores, and Madeira	-	-	144	1	3	148
Spain and the Canaries	2	-	61	-	6	69
Italy:						
Genoa	36	1	452	1	273	763
Tuscany	-	-	37	-	-	37
Ancona and the Romagna	1	-	4	1	-	6
Naples and Sicily	7	-	245	1	5	258
Austrian Territories:						
Illyria, Croatia, and Dalmatia	-	-	111	-	-	111
Malta	-	-	64	-	-	64
Ionian Islands	-	-	24	-	7	31
Greece	-	-	153	-	-	153
Turkey	-	319	858	-	14	1,191
Wallachia and Moldavia	-	-	19	-	-	19
Syria and Palestine	-	-	412	-	-	412
Egypt	5	-	3,428	-	176	3,609
West Coast of Africa	-	-	4	-	3	7
British India:						
Continental Territories	406	-	3,533	1	128	4,068
Singapore	-	-	103	-	-	103
Java	-	-	21	-	-	21
Philippine Islands	-	-	21	-	-	21
China and Hong Kong	-	-	115	-	-	115
Australia	-	-	46	-	2	48
British North America	25	14	529	-	2	570
British West India Islands and British Guiana	34	-	109	-	30	173
Foreign West Indies	1	1	343	-	10	355
United States on the Atlantic, Northern Ports	279	-	158	-	2	439
Mexico	-	-	12	-	-	12
Central America	-	-	6	-	-	6
New Granada	3	-	21	-	1	25
Venezuela	-	-	11	-	-	11
Peru	-	-	50	-	5	55
Chili	-	-	140	-	5	145
Brazil	-	-	383	1	35	419
Uruguay	-	-	7	-	-	7
States of the Argentine Confederation	-	-	10	-	-	10
Other Parts	-	1	12	1	-	14
TOTAL Export of British Copper from Liverpool	1,699	336	11,962	7	724	14,728

COUNTRIES TO WHICH EXPORTED.	Ore.	Regulus.	Unwrought, in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures and Copper Plates Engraved.
FOREIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.
Holland	70	–	49	-	1,191	—	—
France	530	–	30	-	4,491	—	—
Italy:							
Genoa	–	–	22	-	2	—	—
Syria and Palestine	–	–	16	—	—	—	—
British India:							
Continental Territories	–	–	30	-	46	—	—
United States of America:							
Northern Atlantic Ports	–	–	25	-	418	—	—
Other Parts	1	–	—	—	—	—	—
TOTAL Export of Foreign Copper from Liverpool	601	–	172	-	6,148	—	—

T I N.

TIN Imported into the United Kingdom in the Year ended 31 December 1864.

COUNTRIES FROM WHICH IMPORTED.	Tin.	Tin Ore, and Regulus.
	Tons.	*Tons.*
Hamburg	220	—
Holland	29,329	1
France—Ports without the Mediterranean	111	108
Spain—Ports without the Mediterranean	90	36
British India, viz. Singapore and the Eastern Straits Settlements	60,782	12
China	2,548	—
Japan	2,271	—
Victoria (Australia)	84	107
New Granada—Ports on the Atlantic	1,573	30
Peru	151	233
Bolivia	878	1
Chili	57	—
Other Parts	4	1
TOTAL IMPORT	98,098	529

TIN Exported from the United Kingdom in the Year ended 31 December 1864.

COUNTRIES TO WHICH EXPORTED.	TIN.		Tin Ore, and Regulus of Tin.
	British.	Foreign.	
	Tons.	*Tons.*	*Tons.*
Russia: Northern Ports	247	16	—
„ Southern Ports	33	—	—
Sweden	35	8	—
Norway	13	—	—
Denmark Proper	19	1	—
Prussia	144	38	—
Hanover	33	1	—
Hamburg	163	46	—
Bremen	68	5	—
Holland	247	68	—
Belgium	90	17	—
France	1,337	955	—
Portugal, Azores, and Madeira	59	—	—
Spain and the Canaries	178	47	—
Gibraltar	18	—	—
Italy: Genoa	39	78	—
„ Tuscany	20	32	—
„ Ancona and the Romagna	18	—	—
„ Naples and Sicily	99	7	—
Austrian Territories:			
Venetia	9	—	—
Illyria, Croatia, and Dalmatia	13	21	—
Malta	11	1	—
Ionian Islands	13	—	—
Greece	41	1	—
Turkey	338	1	—
Wallachia and Moldavia	18	—	—
Syria and Palestine	58	—	—
Egypt	164	—	—
Morocco	7	—	—
British Possessions in South Africa	8	—	—
Mauritius	10	—	—
British India	9	10	—
Australia	49	1	—
British North America	58	1	—
British West India Islands and British Guiana	51	—	—
Foreign West Indies	12	—	—
United States:			
On the Atlantic, Northern Ports	653	39	—
On the Pacific	15	—	—
Mexico	3	—	—
New Granada	3	—	—
Brazil	39	—	—
Uruguay	4	—	—
States of the Argentine Confederation	8	—	—
Other Parts	3	2	—
TOTAL EXPORT	4,157	1,396	—

ZINC.

ZINC and ZINC ORE Imported into the UNITED KINGDOM in the Year ended 31 December 1864.

COUNTRIES FROM WHICH IMPORTED.	Zinc or Spelter.	Ore of Zinc.	Oxide of Zinc.
	Tons.	*Tons.*	*Tons.*
Sweden—Ports within the Baltic	2	267	3
Ports without the Baltic	-	103	—
Duchies of Slesvig and Holstein, with Lauenburg	202	—	—
Prussia	1,294	—	—
Hanover	307	—	—
Hamburg	21,031	—	—
Bremen	250	—	—
Holland	3,278	1	425
Belgium	3,549	-	126
France—Ports without the Mediterranean	1,010	1,741	—
Spain—Ports without the Mediterranean	-	145	—
Ports within the Mediterranean	-	364	—
Italy, viz.—Illyria, Croatia, and Dalmatia	26	—	—
Victoria	102	—	—
United States—Northern Atlantic Ports	200	-	711
Other Parts	30	-	2
TOTAL IMPORT	31,281	2,621	1,267

ZINC and ZINC ORE Exported from the UNITED KINGDOM in the Year ended 31 December 1864.

COUNTRIES TO WHICH EXPORTED.	ZINC or SPELTER.		Zinc Ore,	Oxide of Zinc,
	British.	Foreign.	British.	Foreign.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Russia—Northern Ports	11	-	-	5
Southern Ports	10	—	—	—
Sweden	2	1	-	18
Norway	7	3	-	4
Hamburg	2	—	—	—
Holland	10	—	—	—
Belgium	1	-	97	9
Channel Islands	24	5	—	—
France	387	375	—	—
Portugal, Azores, and Madeira	23	—	—	—
Spain and the Canaries	47	27	—	—
Gibraltar	7	28	—	—
Italy:				
Genoa	10	17	—	—
Tuscany	15	—	—	—
Ancona and the Romagna	15	-	14	—
Naples and Sicily	45	44	—	—
Malta	8	21	—	—
Greece	7	—	—	—
Turkey	81	1	—	—
Egypt	11	—	—	—
West Coast of Africa	30	—	—	—
British Possessions in South Africa	123	6	—	—
Mauritius	10	—	—	—
British India:				
Continental Territories	3,006	1,124	—	—
Singapore	12	—	—	—
Ceylon	24	—	—	—
Java	18	—	—	—
Philippine Islands	5	7	—	—
China and Hong Kong	44	—	—	—
Japan	2	124	—	—
Australia	588	56	—	—
British North America	74	46	—	—
British West India Islands, and British Guiana	81	1	—	—
Foreign West Indies	41	10	—	—
United States—On the Atlantic, Northern Ports	243	1,528	-	22
On the Pacific	74	—	—	—
Central America	4	—	—	—
New Granada	4	—	—	—
Peru	5	—	—	—
Chili	21	—	—	—
Brazil	27	—	—	—
Uruguay	13	—	—	—
Other Parts	13	1	-	1
TOTAL EXPORT	5,188	3,425	111	59

LEAD AND LEAD ORE.

LEAD and LEAD ORE Imported into the United Kingdom in the Year ended 31 December 1864.

PORTS INTO WHICH IMPORTED.	Lead, Pig and Sheet.	Lead Ore.	Lead, Red.	Lead, White.
	Tons.	*Tons.*	*Tons.*	*Tons.*
London	14,142	752	8	9
Liverpool	1,615	410	—	—
Bristol	-	780	—	—
Hull	100	12	—	—
Newcastle	13,166	64	—	—
Shields	554	—	—	—
Harwich	48	—	—	—
Llanelly	-	155	—	—
Swansea	-	823	—	—
Goole	-	-	-	31
Leith	563	-	-	24
Glasgow	227	—	—	—
Aberdeen	35	—	—	—
Dundee	25	—	—	—
Ardrossan	137	—	—	—
Other Ports	4	19	—	—
TOTAL IMPORT	30,616	3,015	8	64
COUNTRIES FROM WHICH IMPORTED:				
Sweden:—Ports without the Baltic	205	20	—	—
Hanover	51	—	—	—
Hamburg	196	—	—	—
Bremen	75	—	—	—
Holland	1,865	2	-	24
Belgium	1,683	4	3	31
France:—Ports without the Mediterranean	119	195	-	2
Ports within the Mediterranean	100	—	—	—
Channel Islands	33	10	—	—
Portugal	24	173	—	—
Spain:—Ports without the Mediterranean	7,093	194	—	—
Ports within the Mediterranean	16,513	—	—	—
Gibraltar	2,122	—	—	—
Italy:				
Genoa	20	94	—	—
Sardinia	-	1 320	—	—
Tuscany	105	187	—	—
Naples	-	12	—	—
Sicily	8	11	—	—
Illyria, Croatia, and Dalmatia	-	—	-	6
West Australia	-	249	—	—
South Australia	2	230	—	—
Victoria (Australia)	-	259	5	—
Cuba	51	—	—	—
United States:—Northern Atlantic Ports	301	—	—	—
Ports on the Pacific	-	8	—	—
Central America:—Ports on the Pacific	31	—	—	—
Bolivia	-	25	—	—
Other Parts	19	22	-	1
TOTAL IMPORT	30,616	3,015	8	64

LEAD and LEAD ORE Exported from the United Kingdom in the Year ended 31 December 1864.

PORTS from which EXPORTED.	Lead Ore.	Pig.	Rolled and Sheet.	Piping.	Shot.	Litharge.	Red Lead.	White Lead.
BRITISH LEAD:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
London	34	22,586	2,821	529	913	187	1,416	2,224
Liverpool	117	1,795	737	719	1,086	79	329	325
Bristol	–	16	3	–	7	–	–	18
Falmouth	–	54	—	—	—	—	—	—
Grimsby	–	–	–	–	19	—	—	—
Hartlepool	–	25	–	–	–	–	15	—
Harwich	–	–	–	21	—	—	—	—
Hull	–	364	75	14	14	16	182	79
Llanelly	–	1,215	—	—	—	—	—	—
Littlehampton	–	2	8	–	2	–	–	25
Newcastle	17	1,312	298	224	90	215	897	317
Newhaven	6	–	–	23	–	53	18	—
Poole	–	–	–	–	7	–	–	1
Southampton	–	255	8	15	2	–	–	6
Sunderland	–	–	2	1	–	1	1	1
Weymouth	–	–	4	22	1	—	—	—
Other Ports of England	–	2	8	1	8	–	2	1
Leith	–	1	4	3	–	–	1	3
Glasgow	–	227	103	32	28	1	9	17
Greenock	–	4	21	–	6	–	2	6
Port Glasgow	–	–	–	–	1	—	—	—
Grangemouth	–	5	11	5	2	–	2	—
Kirkaldy	–	3	–	1	—	—	—	—
Dublin	–	2	—	—	—	—	—	—
TOTAL Export of British Lead	174	27,868	4,103	1,610	2,186	552	2,874	3,023
COUNTRIES TO WHICH EXPORTED.								
Russia:								
Northern Ports	–	1,259	287	8	9	59	133	57
Southern Ports	–	6	17	2	–	6	53	73
Sweden	–	47	57	10	1	1	34	15
Norway	17	74	35	6	43	8	31	31
Denmark, Proper	–	110	31	8	26	6	60	112
Prussia	–	30	5	1	–	9	23	6
Mecklenburg	–	2	2	–	1	14	4	7
Hamburg	–	60	165	211	27	49	103	8
Holland	–	96	–	31	8	6	88	—
Belgium	–	36	2	–	3	8	178	19
Channel Islands	–	2	172	79	8	–	–	33
France	33	3,310	1	23	1	139	107	8
Portugal, Azores, and Madeira	–	37	205	2	5	21	87	173
Spain and the Canaries	–	–	2	–	–	4	50	66
Gibraltar	–	–	10	10	2	–	6	12
Italy:								
Genoa	–	–	–	–	15	26	142	4
Tuscany	–	9	–	–	–	2	35	—
Naples and Sicily	–	–	–	–	–	1	39	3
Austrian Territories:								
Illyria, Croatia, and Dalmatia	–	20	16	–	–	28	136	1
Malta	6	1	10	8	2	1	8	8
Turkey	–	10	7	20	2	5	39	15
Egypt	45	12	9	16	–	–	18	5
West Coast of Africa	–	42	5	–	19	–	–	11
British Possessions in South Africa	–	148	156	59	65	–	16	34
Mauritius	–	3	119	27	8	–	5	28
British India:								
Continental Territories	54	928	309	117	170	1	646	379
Singapore	–	555	74	1	2	–	5	4
Ceylon	–	10	6	3	12	–	–	1
Java	–	10	77	–	6	–	10	—
Philippine Islands	–	5	5	–	4	–	–	1
China and Hong Kong	–	7,624	108	73	17	–	17	14
Japan	–	775	59	–	–	–	—	—
Australia	–	286	1,397	95	260	2	117	709
British North America	1	269	242	86	494	32	65	195
British West India Islands, and British Guiana	–	153	160	52	91	–	24	135
Foreign West Indies	–	6	19	26	37	–	12	13
United States on the Atlantic, Northern Ports	9	11,785	4	2	12	66	387	285
„ „ on the Pacific	–	1	19	39	18	–	–	24
Mexico	–	14	–	2	17	–	–	9
New Granada	–	28	6	2	61	–	7	3
Peru	–	–	15	36	29	–	5	11
Chili	–	29	34	–	41	2	6	5
Brazil	–	31	169	473	464	26	117	414
Uruguay	–	18	14	23	85	1	3	14
States of the Argentine Confederation	–	–	32	32	73	–	5	45
Other Parts	9	27	41	27	57	29	53	33
TOTAL Export of British Lead	174	27,868	4,103	1,610	2,186	552	2,874	3,023

LEAD and LEAD ORE Exported from the United Kingdom—*continued.*

PORTS FROM WHICH EXPORTED.	Lead, Pig or Sheet.	Shot.	Lead Ore.	Lead, Red.	Lead, White.	Litharge.
FOREIGN LEAD:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
London	866	–	–	6	1	3
Liverpool	213	–	1	1	–	28
Hull	100	—	—	—	—	—
Newhaven	–	–	3	—	—	—
TOTAL Export of Foreign Lead	1,179	–	4	7	1	31
COUNTRIES TO WHICH EXPORTED.						
Russia:						
Northern Ports	100	—	—	—	—	—
Southern Ports	–	–	–	–	–	1
Sweden	–	–	1	—	—	—
Holland	–	–	–	5	—	—
France	5	–	3	—	—	—
Gibraltar	–	–	–	1	—	—
Italy, Austrian Territories, Venetia	–	–	–	1	—	—
Turkey	–	–	–	–	1	—
China	165	—	—	—	—	—
Hong Kong	400	—	—	—	—	—
United States of America:						
Northern Atlantic Ports	508	–	–	–	–	28
Peru	1	—	—	—	—	—
Brazil	–	–	–	–	–	2
TOTAL Export of Foreign Lead	1,179	–	4	7	1	31

Office of the Inspector General of Imports and Exports, Custom House, London, 8 May 1865.

John A. Messenger.

COPPER, &c.

RETURN of all Exports and Imports of Copper and Copper Ore and Regulus, Tin and Tin Ore, Lead and Lead Ore, Spelter and Zinc, for Twelve Months, ending the 31st day of December 1864 (in continuation of Parliamentary Paper, No. 253, of Session 1864).

(Mr. Davey.)

Ordered, by The House of Commons, *to be Printed,*
10 *May* 1865

Under 2 oz.

DISTILLERS, &c.

RETURN to an Order of the Honourable The House of Commons, dated 7 April 1865;—*for*,

A RETURN "showing the Number of DISTILLERS in *England*, *Scotland*, and *Ireland*, respectively, at the 31st day of December in each of the Years 1863 and 1864, distinguishing, as far as possible, the Number Distilling from Malt only from those Distilling from Grain; showing also the Quantity of MALT and GRAIN SPIRITS at Proof entered for Home Consumption in *England*, *Scotland*, and *Ireland*, for the Years ending the 31st day of December respectively in each of said Years; the Rate of DUTY charged thereon per Proof Gallon; and the Amount of REVENUE derived therefrom in each of said Years (in continuation of Parliamentary Paper, No. 249, of Session 1862)."

YEARS ended 31st day of December	Number of Distillers at the 31st day of December, Distilling in						Quantities of Spirits on which Duty was Paid for Consumption in			Rate of Duty, per Proof Gallon.			Amount of Duty Paid in		
	England		Scotland		Ireland		England	Scotland	Ireland						
	From Malt only.	From Grain and other Materials.	From Malt only.	From Grain and other Materials.	From Malt only.	From Grain and other Materials.	From Malt and Grain.	From Malt and Grain.	From Malt and Grain.	England.	Scotland.	Ireland.	England.	Scotland.	Ireland.
							Proof Gall.	*Proof Gall.*	*Proof Gall.*	*s. d.*	*s. d.*	*s. d.*	£.	£.	£.
1863 - -	- -	7	107	11	- -	26	8,763,467	6,562,855	4,623,342	10 -	10 -	10 -	4,381,734	3,281,427	2,311,671
1864 - -	- -	7	105	10	2	23	9,136,608	7,057,874	4,845,100	10 -	10 -	10 -	4,568,306	3,528,938	2,422,550

Inland Revenue Office,
1 May 1865.

W. M. Moxon,
Chief Accountant for Excise.

DISTILLERS, &c.

RETURN showing the Number of DISTILLERS in *England*, *Scotland*, and *Ireland*, respectively, at 31st December in each of the Years 1863 and 1864, distinguishing the Number Distilling from Malt only from those Distilling from Grain; also the Quantity of MALT and GRAIN SPIRITS at Proof entered for Home Consumption in *England*, *Scotland*, and *Ireland*, for the Years ending 31st December in each of said Years; &c.

(*Colonel Dunne.*)

Ordered, by The House of Commons, *to be Printed,*
8 *May* 1865.

GAS COMPANIES.

RETURN to an Address of the Honourable The House of Commons, dated 23 May 1864;—*for*,

"RETURN or STATEMENT, from every GAS COMPANY established by ACT of PARLIAMENT in the UNITED KINGDOM, stating the several Acts of Parliament under which Established; the Rates per 1,000 Cubic Feet at which each Company or Corporation have supplied GAS in the Year 1850, and in each subsequent Year down to and inclusive of the Year 1863, and the Average Price of the COALS used by the Company in each Year for the same Period; also, stating the Amount of FIXED CAPITAL invested by each Gas Company, and the Rate per Cent. of Dividend to the Shareholders or Proprietors on their Shares, in each Year during the above Period (in continuation of Parliamentary Paper, No. 399, of Session 1850)."

(So far as the same have been received at the Home Office.)

(*Mr. Moor.*)

Ordered, by The House of Commons, *to be Printed*,
17 *February* 1865.

RETURN or STATEMENT, from every GAS COMPANY established by ACT of PARLIAMENT in the UNITED KINGDOM, stating the several Acts of Parliament under which Established; the Rates per 1,000 Cubic Feet at which each Company or Corporation have supplied GAS in the Year 1850, and in each subsequent Year down to and inclusive of the Year 1863, and the Average Price of the Coals used by the Company in each Year for the same Period; also, stating the Amount of FIXED CAPITAL Invested by each Gas Company, and the Rate per Cent. of Dividend to the Shareholders or Proprietors on their Shares, in each Year during the above Period (in continuation of Parliamentary Paper, No. 399, of Session 1850).

METROPOLITAN GAS LIGHT COMPANIES.

CHARTERED GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
50 Geo. 3, c. 163; 54 Geo. 3, c. 116; 56 Geo. 3, c. 20; and 4 Geo. 4, c. 119 - - -	1850	4*s.*, 5*s.*, and 6*s.* - - -	14 5¾	660,000	6 per cent.
	1851	4*s.*, 4*s.* 6*d.*, and 5*s.* 6*d.* -	14 11¾	660,000	4½ „
	1852	- - ditto - - -	14 4	660,000	4 „
	1853	- - ditto - - -	16 3½	660,000	4 „
	1854	4*s.*, 4*s.* 6*d.*, and 6*s.* - -	20 5	660,000	4¼ „
	1855	- - ditto - - -	18 5¼	660,000	6½ „
	1856	- - ditto - - -	18 4	660,000	6½ „
	1857	- - ditto - - -	18 –½	660,000	6 „
	1858	- - ditto - - -	17 2½	660,000	7¾ „
	1859	- - ditto - - -	16 9½	660,000	8 „
	1860	- - ditto - - -	17 8½	660,000	9 „
	1861	- - ditto - - -	19 9	719,460	7⅜ „
	1862	4*s.* 6*d.* and 6*s.* - - -	18 –	720,000	10 „
	1863	- - ditto - - -	17 3	720,000	11 „

The increase of late years in the cost per ton of coal is attributable partly to the previous low price of Newcastle coal, and partly to the subsequent rise in the cost of that coal, and to the use in addition of large quantities of Scotch Boghead Parrot Cannel, the price of which has varied from 28*s.* 7*d.* to 53*s.* 5*d.* per ton delivered in London, the price now paid being 47*s.* 1*d.* per ton.

20 December 1864. *J. O. Phillip*, Secretary.

CITY OF LONDON GAS LIGHT AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
57 Geo. 3, c. 23, and 22 & 23 Vict. c. 52	1850	4*s.* - - - - -	13 4	300,000	4½ per cent.
	1851	4*s.* - - - - -	12 6¾	300,000	4 „
	1852	4*s.* - - - - -	11 11½	300,000	4 „
	1853	4*s.* common, and 6*s.* cannel -	14 9½	300,000	3½ „
	1854	- - ditto - - -	18 6½	300,000	3 „
	1855	- - ditto - - -	17 1	300,000	2¾ „
	1856	- - ditto - - -	16 10¼	300,000	2¾ „
	1857	- - ditto - - -	15 1	300,000	4 „
	1858	- - ditto - - -	13 6¾	300,000	4½ „
	1859	- - ditto - - -	13 8½	300,000	7 per cent. on 200,000*l.*, and 4 per cent. on 100,000*l.*
	1860	- - ditto - - -	13 11½	340,000	7 per cent. on 240,000*l.*, and 4 per cent. on 100,000*l.*
	1861	4*s.* and 4*s.* 6*d.* common, and 6*s.* cannel.	16 3¾	364,000	7 per cent. on 264,000*l.*, and 4 per cent. on 100,000*l.*
	1862	4*s.* 6*d.* common, and 6*s.* cannel	14 11¾	364,000	9 per cent. on 264,000*l.*, and 4 per cent. on 100,000*l.*
	1863	- - ditto - - -	14 11¾	380,000	9 per cent. on 280,000*l.*, and 4 per cent. on 100,000*l.*

1 November 1864. *R. A. Millar*, Secretary.

COMMERCIAL GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
10 & 11 Vict. c. 53, and 15 & 16 Vict. c. 155 - - -	1850	5*s.* - - - - -	14 7	200,000	6 per cent.
	1851	4*s.* - - - - -	14 7	200,000	6 „
	1852	4*s.* - - - - -	13 6½	450,000	6 „
	1853	4*s.* - - - - -	14 8½	450,000	6 „
	1854	4*s.* - - - - -	17 10	450,000	6 „
	1855	4*s.* - - - - -	17 11	450,000	6 „
	1856	4*s.* - - - - -	17 8	450,000	6 „
	1857	4*s.* - - - - -	16 4	450,000	6 „
	1858	4*s.* - - - - -	15 5	450,000	6 „
	1859	4*s.* - - - - -	14 10	450,000	6 „
	1860	4*s.* - - - - -	15 7	450,000	7½ „
	1861	4*s.* and 4*s.* 5*d.* - - -	16 4	450,000	10 per cent., and 1 per cent back dividend.
	1862	4*s.* 5*d.* - - - -	16 –	450,000	10 per cent., and 2 per cent. back dividend.
	1863	4*s.* 5*d.* - - - -	15 11	450,000	10 per cent., and 3 per cent. back dividend.

G. Jaques, Secretary.

CRYSTAL PALACE DISTRICT GAS COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
21 & 22 Vict. c. 129, 23 July 1858 -	1850 to 1858	- - Unincorporated.			
	1859	4*s.* 6*d.* and 5*s.* 6*d.* - -	16 9	50,000	6 per cent.
	1860	- - ditto - - -	16 11	50,000	7¼ „
	1861	4*s.*, 4*s.* 6*d.*, and 5*s.* 3*d.* -	17 9	100,000	8 per cent., and 6 per cent. on preference capital.
	1862	4*s.*, 4*s.* 3*d.*, and 5*s.* 3*d.* -	17 9	100,000	9 per cent., and 6 per cent. on preference capital.
	1863	3*s.* 9*d.*, 4*s.*, 4*s.* 6*d.*, and 5*s.*	16 10	100,000	10 per cent., and 6 per cent. on preference capital.

14 January 1865.

Magnus Ohren, Secretary.

EQUITABLE GAS LIGHT COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.		Price of Coals in each Year, per Ton.			Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
		Cannel.	Common.	Newcastle.	Cannel.	Boghead.		
				s. *d.*	*s.* *d.*	*s.* *d.*	£.	
5 Vict. Sess. 2, c. 36 - -	1850	–	6*s.* and 5*s.* - -	14 1	20 4½	- -	200,000	2¾ per cent.
	1851	5*s.* -	5*s.*, 4*s.* 6*d.*, and 4*s.*	12 11½	20 2	26 10	200,000	2½ „
	1852	5*s.* -	4*s.* 6*d.* and 4*s.* -	12 8	19 –	25 7	200,000	2½ „
	1853	5*s.* -	- - ditto - -	13 9	21 1½	- -	200,000	2¾ „
	1854	6*s.* -	4*s.* 6*d.* - -	16 5	20 11	- -	200,000	4½ „
	1855	6*s.* -	4*s.* 6*d.* - -	17 4	21 9	38 5	200,000	7 „
	1856	6*s.* -	4*s.* 6*d.* - -	16 3½	22 6	39 7	200,000 *	8½ † „
	1857	6*s.* -	4*s.* 6*d.* - -	15 6	25 –	41 1½	200,000	9 „
	1858	6*s.* -	4*s.* 6*d.* - -	13 7½	26 2	39 2	200,000	8½ „
	1859	6*s.* -	4*s.* 6*d.* - -	13 5	24 4	37 1	200,000	6 „
	1860	6*s.* -	4*s.* 6*d.* - -	14 6¾	23 11	37 2	200,000	8½ „
	1861	6*s.* -	4*s.* 6*d.* - -	15 2¼	- -	45 –	240,000	10 „
	1862	6*s.* -	4*s.* 6*d.* - -	15 2	- -	44 10	252,000	10 „
	1863	6*s.* -	4*s.* 6*d.* - -	14 8	21 6½	45 3½	268,000	10 „

* The Company had a debenture debt during this period, varying from 12,000*l.* to 78,300*l.*

† These dividends have been increased to the rates shown in this statement, by payments from earnings of subsequent periods, as authorised by the Metropolis Gas Act, 1860.

Saml. Andrews, Secretary.

GREAT CENTRAL GAS CONSUMERS' COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
				£.	
	1850	4*s.* - - - -	Gas purchased of a contractor.	150,000	5 per cent. from date of call to April 1851.
	1851	4*s.* - - - -	- - ditto - -	150,000	8¾ per cent.
	1852	4*s.* - - - -	- - ditto - -	150,000	6¼ „
	1853	4*s.* - - - -	- - ditto - -	150,000	7½ „
	1854	4*s.* - - - -	- - ditto - -	150,000	8 „
7 & 8 Vict. c. 110;	1855	4*s.* - - - -	- - ditto - -	150,000	8 „
14 & 15 Vict. c. 69;	1856	4*s.* - - - -	- - ditto - -	161,830	8 „
and 23 & 24 Vict.	1857	4*s.* - - - -	- - ditto - -	161,830	5⅓ „
c. 125 - - -	1858	4*s.* - - - -	- - ditto - -	172,160	5½ „
	1859	4*s.* - - - -	14*s.* - - -	172,160	5 „
	1860	4*s.* - - - -	14*s.* and 14*s.* 9*d.* -	172,160	6 „
	1861	4*s.* and 4*s.* 6*d.* -	14*s.* 9*d.* and 15*s.* -	172,160	6 „
	1862	4*s.* 6*d.* - - -	15*s.* and 14*s.* - -	185,400	10 per cent., and 4½ per cent. on account of arrears.
	1863	4*s.* 6*d.* - - -	14*s.* and 13*s.* 9*d.* -	185,400	10 per cent., and 3½ per cent. on account of arrears.

22 September 1864.

R. M. Massey, Secretary.

HORNSEY GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*		
Under no special Act, but a limited Company under the Joint-Stock Companies Act.	Two years.	6*s.* - - - -	19 –	5,000 *l.*, afterwards increased to, and now standing at 10,000 *l.*, 7,736 *l.* of which is called up.	4 per cent.

19 January 1865.

Edward B. Bennett, Secretary.

IMPERIAL GAS LIGHT AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.				Rate per Cent. of Dividend in each Year.
				Shares.	Calls anticipated.	Debentures.	Capitalized Profits.	
				£.	£.	£.	£.	
	1850	Maximum, 6*s.* -	18*s.* 9*d.* -	605,500	- -	50,500	260,000	9 per cent.
	1851	Maximum, 5*s.* -	18*s.* 6*d.* -	620,000	- -	50,500	265,000	9 „
	1852	Maximum, 4*s.* 6*d.*	16*s.* 10½*d.* -	635,000	- -	60,500	265,000 *	9 „
	1853	- - ditto -	20*s.* - -	635,000	- -	100,500	280,000	9 „
1 & 2 Geo. 4, c.	1854	- - ditto -	18*s.* 8½*d.* -	682,500	- -	100,500	338,402	10 „
117; 4 Geo.	1855	- - ditto -	18*s.* 7*d.* -	747,500	- -	125,500	- -	10 „
4, c. 95; 10	1856	- - ditto -	17*s.* 5¼*d.* -	812,500	- -	135,500	- -	10 „
Geo. 4, c. 12;	1857	- - ditto -	17*s.* 5½*d.* -	812,500	96,113	140,500	- -	10 „
and 17 Vict.	1858	- - ditto -	16*s.* 4*d.* -	845,000	89,705	149,000	- -	10 † „
c. 55 - -	1859	- - ditto -	16*s.* 8½*d.* -	845,000	89,705	149,000	- -	10 „
	1860	- - ditto -	17*s.* -½*d.* -	1,007,435	57,668	124,000	- -	10 „
	1861	- - ditto -	16*s.* 10*d.* -	1,105,000	38,445	125,300	- -	10 „
	1862	- - ditto -	17*s.* 1½*d.* -	1,170,000	25,630	125,300	- -	10 „
	1863	- - ditto -	16*s.* 4½*d.* -	1,170,000	25,630	154,800	- -	10 „

* No interest paid upon above previous to 1855; the amount is now represented by 130,000 *l.* bonds. The interest payable, limited by Parliament to 13,000 *l.* per annum, equal to 3 *l.* 16 *s.* 10 *d.* per cent.

† The dividends actually paid for these years, were respectively 7½, 9, and 9 per cent., but they were made up to the rate of 10 per cent. in the four subsequent years.

14 October 1864.

INDEPENDENT GAS LIGHT AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. d.	£.	
10 Geo. 4, c. 108	1850	5s.	16 3	150,000	$8\frac{3}{4}$ per cent.
	1851	4s.	16 –	150,000	$8\frac{1}{4}$ „
	1852	4s.	16 3	150,000	$8\frac{3}{4}$ „
	1853	4s.	18 –	150,000	$8\frac{3}{4}$ „
	1854	4s. 6d.	21 6	150,000	$8\frac{3}{4}$ „
	1855	4s. 6d.	20 –	150,000	$8\frac{3}{4}$ „
	1856	4s. 6d.	19 6	150,000	$8\frac{3}{4}$ „
	1857	4s. 6d.	18 –	150,000	$8\frac{3}{4}$ „
	1858	4s. 6d.	15 6	150,000	$8\frac{3}{4}$ „
	1859	4s. 6d.	17 6	150,000	$8\frac{3}{4}$ „
	1860	4s. 6d.	17 9	150,000	$11\frac{1}{4}$ „
	1861	4s. 6d.	16 6	150,000	10 per cent., and $1\frac{1}{4}$ per cent. for back dividends.
	1862	4s. 6d.	16 8	150,000	- - ditto.
	1863	4s. 6d. and 4s.	16 –	150,000	10 per cent., and 5 per cent. for back dividends.

James B. Coulson, Secretary.

LONDON GAS LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.		Price of Coals in each Year, per Ton.		Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
		Common.	Cannel.	Common Average.	Cannel Average.		
				s. d.	s. d.	£.	
7 & 8 Vict. c. 95; 12 & 13 Vict. c. 37; 15 Vict. c. 82; and 20 & 21 Vict. c. 73	1850	5s. and 6s.	–	14 3	–	478,375	6 per cent. on 84,485*l.*
	1851	4s., 4s. 6d., and 6s.	–	14 1	–	483,150	6 „ 92,495*l.*
	1852	4s., 4s. 6d., and 5s.	–	13 8	–	511,200	6 „ 123,695*l.*
	1853	- - ditto	–	15 2	–	511,350	6 „ 124,450*l.* 3 „ 95,950*l.*
	1854	4s. 6d. and 5s.	–	16 11	–	511,450	6 „ 124,935*l.* 3 „ 95,950*l.*
	1855	- - ditto	–	17 6	–	518,100	6 „ 129,875*l.* 3 „ 95,950*l.*
	1856	- - ditto	–	17 1	–	523,475	6 „ 136,975*l.* $4\frac{1}{2}$ „ 95,950*l.*
	1857	- - ditto	6s, Sept.	15 11	39 –	523,475	6 „ 233,925*l.*
	1858	- - ditto	6s.	15 2	42 10	556,789	6 „ 297,300*l.* 5 „ 13,608*l.* $1\frac{1}{2}$ „ 226,300*l.*
	1859	- - ditto	6s.	14 6	27 2	556,789	6 „ 295,578*l.* 5 „ 13,309*l.* 3 „ 236,300*l.*
	1860	- - ditto	6s.	14 8	24 6	554,748	6 „ 295,567*l.* 5 „ 13,214*l.* $5\frac{1}{2}$ „ 238,050*l.*
	1861	- - ditto	6s.	15 5	27 –	554,097	6 „ 288,174*l.* 5 „ 12,868*l.* 7 „ 247,650*l.*
	1862	- - ditto	6s.	15 –	27 9	553,894	6 „ 227,347*l.* 5 „ 12,820*l.* 10 „ 308,350*l.*
	1863	- - ditto	6s.	14 5	31 5	552,602	6 „ 201,367*l.* 5 „ 12,031*l.* 10 „ 334,450*l.*

Borrowed Capital, about - - £.100,000.

John R. Hinde, Secretary.

NORTH MIDDLESEX GAS LIGHT COMPANY.

The North Middlesex Gas Works (Limited) are not yet in full working order, having only been in operation for a few weeks to try the apparatus; the directors, therefore, are unable to make any return.

22 August 1864.

William Porteous, Secretary and Manager.

PHŒNIX GAS LIGHT AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
5 Geo. 4, c. 78; 8 Vict. c. 16; 10 Vict. c. 15; and 26 & 27 Vict. c. 118	1850	6 *s.* - - - -	13 11¼	- -	4¼ per cent.
	1851	6 *s.*, 5 *s.*, and 4 *s.* - -	13 6¾	- -	3¾ „
	1852	4 *s.* and 5 *s.* - - -	13 2¼	- -	3½ „
	1853	- - ditto - - -	14 8½	- -	3½ „
	1854	4 *s.* 6 *d.* and 5 *s.* 6 *d.* -	18 2½	- -	4 „
	1855	- - ditto - - -	18 1	- -	4½ „
	1856	4 *s.* 6 *d.*, 5 *s.*, and 5 *s.* 6 *d.*	17 1½	- -	6 „
	1857	- - ditto - - -	15 8	- -	6¾ „
	1858	4 *s.* 6 *d.* and 5 *s.* - -	14 10	*540,000	8 „
	1859	- - ditto - - -	15 1¾	- -	8 „
	1860	4 *s.* 3 *d.* and 4 *s.* 9 *d.* -	15 5¾	- -	8 per cent., and 2½ per cent. arrears, 1854.
	1861	- - ditto - - -	16 1	- -	9½ per cent.
	1862	- - ditto - - -	15 3½	- -	10 per cent., and 1¾ per cent. arrears, 1856.
	1863	- - ditto - - -	15 1	- -	10 per cent., and 1½ per cent. arrears, 1857.

* This amount of capital was not finally called up until 1863.

J. S. Burslem, Acting Secretary.

RATCLIFF GAS LIGHT AND COKE COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	£. *s.* *d.*
4 Geo. 4, c. 98 - - -	1850	6 *s.* and 5 *s.* - - -	14 10	80,000	6 - -
	1851	5 *s.* and 4 *s.* - - -	14 -	80,000	6 - -
	1852	4 *s.* - - - -	13 11	80,000	5 16 3
	1853	4 *s.* - - - -	16 6	80,000	5 12 6
	1854	4 *s.* 6 *d.* and 4 *s.* - -	20 3	80,000	5 9 3
	1855	- - ditto - - -	18 9	80,000	5 - -
	1856	- - ditto - - -	17 7	80,000	5 - -
	1857	- - ditto - - -	16 10	80,000	5 12 6
	1858	- - ditto - - -	16 1	80,000	6 8 1½
	1859	- - ditto - - -	15 8	80,000	6 11 3
	1860	- - ditto - - -	16 4	80,000	6 17 6
	1861	- - ditto - - -	17 -	90,000	6 17 6
	1862	4 *s.* 6 *d.* - - - -	14 11	90,000	8 15 -
	1863	4 *s.* 6 *d.* - - - -	15 -	90,000 (Exclusive of the borrowed monies).	10 - - and 1 17 6 for arrears.

H. J. Baddeley, Secretary.

SOUTH METROPOLITAN GAS LIGHT AND COKE COMPANY.

(Incorporated June 18, 1842).

Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
		s. *d.*	£.		
1850	5 *s.* and 6 *s.* - - -	14 10	200,000	6 per cent. -	Where two prices per 1,000 feet are given, the higher price is for the country districts of the Company.
1851	4 *s.* and 5 *s.* - - -	14 7	200,000	5½ „	
1852	- - ditto - - -	14 8	200,000	5 „	
1853	- - ditto - - -	16 6	200,000	5 „	
1854	4 *s.* 6 *d.* and 5 *s.* 6 *d.* -	17 3	200,000	5½ „	
1855	- - ditto - - -	17 7	200,000	8 „	
1856	- - ditto - - -	16 5	200,000	8 „	
1857	4 *s.* 6 *d.* and 5 *s.* - -	16 3	200,000	10 „	
1858	- - ditto - - -	14 3	200,000	9½ „	
1859	- - ditto - - -	14 -	200,000	10 „	
1860	4 *s.* 2 *d.* and 4 *s.* 8 *d.* -	14 6	200,000	9 „	
1861	- - ditto - - -	15 3	200,000	10 „	
1862	4 *s.* and 4 *s.* 6 *d.* - -	15 6	200,000	10 „	
1863	4 *s.* - - - -	15 2	200,000	10 „	

8 September 1864.

J. Livesey, Secretary.

SURREY CONSUMERS' GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. d.	£.	
17 & 18 Vict. c. 94; 18 & 19 Vict. c. 186; and 26 Vict. c. 37 -	1850	- - - - -	- -	250,000	—
	1851	- - - - -	- -	250,000	—
	1852	4 s. - - - -	- -	250,000	5 per cent.
	1853	4 s. - - - -	- -	250,000	7 „
	1854	4 s. 6 d. - - -	- -	250,000	8 „
	1855	4 s. 6 d. - - -	- -	250,000	8 „
	1856	4 s. 6 d. - - -	- * -	250,000	8 „
	1857	4 s. 6 d. - - -		250,000	8 „
	1858	4 s. 6 d. - - -	- -	250,000	8 „
	1859	4 s. 6 d. - - -	- -	250,000	8 „
	1860	4 s. 6 d. - - -	- -	250,000	8 „
	1861	4 s. 6 d. - - -	- -	250,000	8 „
	1862	4 s. 6 d. - - -	14 —	250,000	10 „
	1863	4 s. 6 d. - - -	14 6	250,000	10 per cent., and 4 per cent. for back dividends.

* From the 1st January 1852 to the 31st December 1861 the Company contracted for the manufacture of the gas they supplied, and they cannot state the price of coals during that period.

3 February 1865. *Wm. P. Boddy*, Secretary.

UNITED GENERAL GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cublic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. d.	£.	
By Royal Charter, March 1831 - -	1850	5 s. 10 d. - - -	15 —	450,000	2 per cent.
	1851	5 s. 10 d. - - -	15 —	450,000	2 „
	1852	5 s. 10 d. - - -	15 6	450,000	2½ „
	1853	5 s. - - - -	17 —	450,000	2½ „
	1854	5 s. 10 d. - - -	19 —	450,000	2½ „
	1855	5 s. 10 d. - - -	19 —	450,000	2½ „
	1856	5 s. 10 d. - - -	19 —	450,000	3 „
	1857	5 s. - - - - -	18 —	450,000	3 „
	1858	5 s. - - - - -	16 —	450,000	2½ „
	1859	4 s. 9 d. - - -	15 6	450,000	3 „
	1860	4 s. 9 d. - - -	16 —	450,000	2½ „
	1861	4 s. 9 d. - - -	18 6	450,000	2 „
	1862	4 s. 9 d. - - -	16 6	450,000	2½ „
	1863	4 s. 9 d. - - -	16 —	450,000	4½ „

D. W. Ogg, Accountant.

VICTORIA DOCKS GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. d.	£. s.	
Victoria Docks Gas Act, 1857, and Victoria Docks Gas Extension Act, 1861 -	1860	Cub. ft. Cub. ft. 1st quantity of 20,000 - 5 s. - per 1,000	16 3¾	14,537 10	8 per cent.
	1861	Next ditto - 40,000 - 4 s. 9½ d. „ Next ditto - 80,000 - 4 s. 7 d. „	17 9½	14,725 —	8 „
	1862	Next ditto - 160,000 - 4 s. 4½ d. „ All above - 300,000 - 4 s. 2 d. „	17 6	14,725 —	8 „
	1863		15 8¼	23,753 —	8 „

27 September 1864. *Wm. Hawkins*, Secretary.

WESTERN GAS LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
Joint-Stock Companies Acts, and Metropolis Gas Act, 1860 - -	1850	8 *s.* - - - -	25 –	—	—
	1851	8 *s.* three months - 7 *s.* six „ - - 6 *s.* three „ - -	23 5	—	—
	1852	6 *s.* - - - -	19 8	177,160	2 per cent.
	1853	6 *s.* - - - -	18 10	183,200	2½ „
	1854	6 *s.* - - - -	24 4¾	196,140	2½ „
	1855	6 *s.* - - - -	24 5	203,420	3¾ „
	1856	6 *s.* - - - -	24 6¼	222,020	—
	1857	6 *s.* - - - -	21 4½	228,760	5 per cent.
	1858	6 *s.* - - - -	21 1¼	237,160	5 „
	1859	6 *s.* - - - -	20 9½	250,719	7 „
	1860	6 *s.* - - - -	23 –¾	257,528	8 „
	1861	6 *s.* - - - -	24 7	259,328	8½ per cent. and bonus.
	1862	6 *s.* - - - -	23 6½	279,644	10 p' ct. & 1⅜ p' ct. arrears.
	1863	6 *s.* - - - -	25 2	279,744	10 „ & 1 „ „

S. Barber, Secretary.

WOOLWICH EQUITABLE GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
18 & 19 Vict., 1854-55, c. 26 - - -	1850	4 *s.* 6 *d.* - - -	15 6	24,000	5 per cent.
	1851	4 *s.* 6 *d.* - - -	14 5	24,000	5 „
	1852	4 *s.* 6 *d.* - - -	13 8½	24,000	5 „
	1853	4 *s.* 6 *d.* - - -	13 6	24,000	5 „
	1854	4 *s.* 6 *d.* - - -	14 6	24,000	5 „
	1855	4 *s.* 6 *d.* - - -	17 –	24,000	5 „
	1856	4 *s.* 6 *d.* - - -	16 3	24,000	5 „
	1857	4 *s.* 6 *d.* - - -	15 11	24,000	5 „
	1858	4 *s.* 6 *d.* - - -	14 4	24,000	6 „
	1859	4 *s.* 6 *d.* - - -	14 7	24,000	6 „
	1860	4 *s.* 6 *d.* - - -	15 7	24,000	5 „
	1861	4 *s.* 6 *d.* - - -	15 4	24,000	6 „
	1862	4 *s.* 6 *d.* - - -	15 3	24,000	6 „
	1863	4 *s.* 6 *d.* - - -	13 10	24,000	7½ „

PROVINCIAL GAS COMPANIES.

ACCRINGTON GAS AND WATERWORKS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
17 & 18 Vict., c. 87, and 26 & 27 Vict., c. 36 - -	1850	- - - - - - - -	cannel coal - 18 8 common - 11 6	- -	6 per cent.
	1851	- - - - - - - -	about the same price	- -	5 „
	1852	- - - - - - - -	as now.	- -	7 „
	1853		*s.* *d.* - - - -	- -	5 „
	1854	Under 75,000 - - -	4 6 - - - -	70,000	8 and 10 per cent.
	1855	75,000 and not exceeding 125,000 -	4 3 - - - -	- -	7 per cent.
	1856		- - - -	- -	8 and 10 per cent.
	1857	125,000 „ 175,000 -	4 – - - - -	- -	8 and 10 „
	1858	175,000 „ 250,000 -	3 9 - - - -	- -	8 per cent.
	1859	250,000 and above - -	3 6 - - - -	- -	7 „
	1860	- - - - - - - -	- - - -	- -	7 „
	1861	- - - - - - - -	- - - -	- -	8 and 10 per cent.
	1862	- - - - - - - -	- - - -	- -	6 per cent.
	1863	- - - - - - - -	- - - -	230,000	6 „

Robert Iddon, Secretary.

ASHTON GAS COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.		Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
		Small Consumers.	Large Consumers.			
		s. *d.*	*s.* *d.*	*s.* *d.*	£.	
	1850	5 6	3 10¼	10 1½	60,000	
	1851	5 6	3 10¼	10 1½	60,000	
	1852	5 –	3 6	10 1½	60,000	
	1853	5 –	3 6	9 11	60,000	
	1854	4 6	3 2	10 10	60,000	
	1855	4 6	3 2	10 10	60,000	10 per cent. upon old capital, but only about 5 per cent. on new capital.
"The Ashton Gas Act, 1847" -	1856	4 6	3 2	12 1	60,000	
	1857	4 6	3 2	12 1	60,000	
	1858	4 6	3 2	11 7½	60,000	
	1859	4 6	3 2	10 10	60,000	
	1860	4 6	3 2	10 5	60,000	
	1861	4 6	3 2	10 10½	60,000	
	1862	4 6	3 2	10 6½	60,000	
	1863	4 –	3 2	9 10½	60,000	

26 October 1864. *William Buckley*, Secretary.

BARNSLEY GAS COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
	1850	5 *s.* 6 *d.* - - -	5 8	6,000	7½ per cent.
	1851	5 *s.* 6 *d.* - - -	4 –	6,000	7½ „
	1852	5 *s.* 6 *d.* - - -	4 –	6,000	7½ „
	1853	4 *s.* 6 *d.* - - -	4 4	12,000	5½ „
	1854	4 *s.* 6 *d.* - - -	6 –	12,000	5½ „
	1855	4 *s.* 6 *d.* - - -	6 –	12,000	8 „
Incorporated by 15 Vict. c. 8, intituled "The Barnsley Gas Act" -	1856	4 *s.* 6 *d.* - - -	6 –	12,000	10 „
	1857	4 *s.* - - -	5 –	12,000	10 „
	1858	4 *s.* - - -	5 –	18,000	10 „
	1859	4 *s.* - - -	5 –	18,000	10 „
	1860	4 *s.* - - -	4 9	18,000	10 „
	1861	4 *s.* - - -	4 9	18,000	10 „
	1862	3 *s.* 9 *d.* - - -	4 9	18,000	10 „
	1863	3 *s.* 9 *d.* - - -	5 –	19,800	10 „

15 October 1864. *John Hutchinson*, Secretary.

BATH GAS LIGHT AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
	1850	7 *s.* - - - -	10 6	40,000	10 per cent.
	1851	5 *s.* 6 *d* - - -	8 6	40,000	8¾ „
	1852	4 *s.* 6 *d.* - - -	9 3	40,000	8¾ „
	1853	4 *s.* 6 *d.* - - -	8 3	40,000	8¾ „
	1854	4 *s.* 6 *d.* - - -	12 6	40,000	8¾ „
	1855	4 *s.* 6 *d.* - - -	12 9	40,000	7½ „
58 Geo. 3, Sess. 1818; 19 & 20 Vict., Sess. 1856, incorporated with "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Gasworks Clauses Act, 1847" - - -	1856	4 *s.* 6 *d.* - - -	9 1	60,000	7½ per cent. on 40,000 *l.*, and 6¼ per cent. on 20,000 *l.*
	1857	4 *s.* 6 *d.* - - -	8 7	62,148	8 per cent. on 40,000 *l.*, and 7 per cent. on 22,148 *l.*
	1858	4 *s.* 6 *d.* - - -	11 7	67,500	8 per cent. on 40,000 *l.*, and 7 per cent. on 27,500 *l.*
	1859	4 *s.* 6 *d.* - - -	11 11	72,500	8 per cent. on 40,000 *l.*, and 7 per cent. on 32,500 *l.*
	1860	4 *s.* 6 *d.* - - -	11 3	72,500	- - - ditto.
	1861	4 *s.* 6 *d.* - - -	12 3	77,500	8 per cent. on 40,000 *l.*, and 7 per cent. on 37,500 *l.*
	1862	4 *s.* 6 *d.* - - -	11 6	80,000	8 per cent. on 40,000 *l.*, and 7 per cent. on 40,000 *l.*
	1863	4 *s.* 2 *d.* - - -	11 3	82,500	8 per cent. on 40,000 *l.*, and 7 per cent. on 42,500 *l.*

BECCLES WATER AND GAS COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
"The Beccles Water and Gas Act, 1854;" 17 & 18 Vict., Sess. 1854; Royal Assent, 3d July 1854 -	1855	5 *s.* 6 *d.* - - -	16 6	7,100	5 per cent.
	1856	5 *s.* 6 *d.* - - -	15 6	7,100	3 „
	1857	5 *s.* 6 *d.* - - -	15 –	7,100	2½ „
	1858	5 *s.* 6 *d.* - - -	15 7	7,100	2½ „
	1859	5 *s.* 6 *d.* - - -	14 6	7,100	2½ „
	1860	5 *s.* 6 *d.* - - -	Not known -	7,100	3 „
	1861	5 *s.* 6 *d.* - - -	15 6	7,100	2½ „
	1862	5 *s.* 6 *d.* - - -	15 –	7,100	3 „
	1863	5 *s.* 6 *d.* - - -	15 7	7,100	3½ „

Rea Shelly Rix, Secretary.

BELFAST GAS LIGHT COMPANY.

Act of Parliament under which Established.	Years.	Rate per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
15 Vict. c. 15 - -	1850	4 *s.* 6 *d.* to 5 *s.* - - -	13 7½	—	—
	1851	- ditto - - - -	13 8¾	—	—
	1852	- ditto - - - -	12 11	—	—
	1853	- ditto - - - -	12 1	56,000	4 per cent.
	1854	- ditto - - - -	13 10¾	63,000	7½ „
	1855	3 *s.* 8 *d.* to 4 *s.* 2 *d.* - -	14 8½	68,600	10 „
	1856	- ditto - - - -	14 6½	70,000	10 „
	1857	- ditto - - - -	13 3	73,500	10 „
	1858	3 *s.* 4 *d.* to 4 *s.* 2 *d.* - -	14 –½	80,500	10 „
	1859	- ditto - - - -	13 1	82,250	10 „
	1860	- ditto - - - -	13 4	84,875	10 „
	1861	- ditto - - - -	13 8	91,000	10 „
	1862	- ditto - - - -	14 8½	98,000	10 „
	1863	- ditto - - - -	14 8¾	105,000	10 „

W. Billson, jun., Secretary.

BILSTON GAS LIGHT AND COKE COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
	1850	50,000 per annum, 6 *s.* - - - - 50,000 and under 75,000, 5 *s.* 6 *d.* - - 75,000 and under 100,000, 5 *s.* - - 100,000 and upwards, 4 *s.* 6 *d.* - - -	9 6	20,000	6 per cent.
	1851	- - ditto - - - - - -	9 3	20,000	6 „
	1852	- - ditto - - - - - -	9 –	20,000	7 „
	1853	- - ditto - - - - - -	11 –	20,000	7½ „
	1854	25,000 per quarter, 5 *s.* 6 *d.* - - - 25,000 and under 35,000, 5 *s.* - - - 35,000 and under 50,000, 4 *s.* 6 *d.* - - 50,000 and upwards, 4 *s.* 4 *d.* - - -	11 6	22,500	7½ „
	1855	- - ditto - - - - - -	11 6	22,500	6 „
	1856	- - ditto - - - - - -	11 6	22,500	8 „
	1857	- - ditto - - - - - -	12 –	22,500	8 „
9 & 10 Vict., Sess. 1846 - -	1858	25,000 per quarter, 5 *s.* - - - - 25,000 and under 50,000, 4 *s.* 6 *d.* - - 50,000 and under 100,000, 4 *s.* 4 *d.* - - 100,000 and under 200,000, 4 *s.* - - 200,000 and upwards, 3 *s.* 9 *d.* - - -	10 3	22,500	8 „
	1859	- - ditto - - - - - -	10 3	*25,000	8 „
	1860	- - ditto - - - - - -	10 3	25,000	8 „
	1861	- - ditto - - - - - -	9 6	25,000	8 „
	1862	5,000 per quarter, 5 *s.* - - - - 5,000 and under 25,000, 4 *s.* 9 *d.* - - 25,000 and under 50,000, 4 *s.* 4 *d.* - - 50,000 and under 100,000, 3 *s.* 9 *d.* - - 100,000 and upwards, 3 *s.* - - - -	9 3	25,000	8 „
	1863	- - ditto - - - - - -	9 6	25,000	8 „

* *N.B.*—£. 5,000 of the above-mentioned capital was subscribed at a rate which pays 6 per cent. only.

BLACKBURN GAS LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			Coal, and Wigan Cannel. *s.* *d.*	£.	
	1850	5 *s.* to 4 *s.* - -	11 –½	32,500	10 per cent.
	1851	- ditto - - -	11 –½	34,000	10 „
	1852	4 *s.* 6 *d.* to 3 *s.* 9 *d.* -	11 –½	36,000	10 „
	1853	- ditto - - -	11 –½	60,500	8 „
	1854	4 *s.* to 3 *s.* 9 *d.* -	15 –	71,500	8 „
	1855	- ditto - - -	12 3½	79,500	7½ „
	1856	- ditto - - -	13 6½	81,750	7½ „
	1857	- ditto - - -	12 7½	85,500	7½ „
1 & 2 Vict. c. 50; 16 & 17 Vict. c. 44; and 23 & 24 Vict. c. 2	1858	- ditto - - -	13 11	89,250	8 „
			Wigan Cannel only.		
	1859	- ditto - - -	14 –	89,250	8 „
	1860	- ditto - - -	14 –	96,000	Original and A. shares, 9 per cent. B. shares, 6¾ per cent.
	1861	- ditto - - -	14 –	108,000	Original and A. shares, 7 per cent. B. shares, 5¼ per cent.
	1862	- ditto - - -	14 –	114,000	Original and A. shares, 6 per cent. B. shares, 4½ per cent.
	1863	- ditto - - -	14 –	120,000	Original and A. shares, 8 per cent. B. shares, 6 per cent.

* 19 August 1864.

BOSTON GAS LIGHT AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. d.	£.	
	1850	5 *s.* - - -	17 6	8,000	10 per cent.
	1851	5 *s.* - - -	16 8	8,000	13 ,,
	1852	5 *s.* - - -	16 4	8,000	10 ,,
	1853	5 *s.* - - -	16 –	8,000	10 ,,
	1854	5 *s.* - - -	16 –	8,000	10 ,,
	1855	4 *s.* - - -	15 9	8,000	6 ,,
6 Geo. 4, 1825; 19 Vict., 1856 - - -	1856	4 *s.* - - -	15 9	Increased to 20,000 *l.*	10 ,,
	1857	4 *s.* - - -	14 6	- - ditto - -	8 ,,
	1858	4 *s.* - - -	14 3	- - ditto - -	8½ ,,
	1859	4 *s.* - - -	14 6	- - ditto - -	8½ ,,
	1860	4 *s.* - - -	14 4	- - ditto - -	8½ ,,
	1861	4 *s.* - - -	10 –	- - ditto - -	8½ ,,
	1862	4 *s.* - - -	13 5	- - ditto - -	8½ ,,
	1863	4 *s.* - - -	13 10	- - ditto - -	8½ ,,

F. T. White, Clerk.

BRADFORD GAS LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.		Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
		Gross.	Net.	s. d.	£.	
	1850	5 *s.* - -	4 *s.* 8 *d.* -	8 2½	50,000	10 per cent.
	1851	4*s.* 6*d.* and 4*s.*	3 *s.* 11½ *d.* -	8 2¼	50,000	10 ,,
	1852	4 *s.* - -	3 *s.* 8½ *d.* -	8 4½	50,000	10 ,,
	1853	4 *s.* - -	3 *s.* 9¼ *d.* -	8 3½	55,000	10 ,,
	1854	4 *s.* - -	3 *s.* 9½ *d.* -	9 9	55,000	10 ,,
	1855	4 *s.* - -	3 *s.* 9½ *d.* -	9 10½	55,000	10 ,,
3 Geo. 4, c. 6, and 8 & 9 Vict. c. 12 - -	1856	4 *s.* - -	3 *s.* 9¼ *d.* -	9 6¼	55,000	10 ,,
	1857	4 *s.* - -	3 *s.* 9¾ *d.* -	9 5½	55,000	10 ,,
	1858	4 *s.* - -	3 *s.* 9¾ *d.* -	9 5	55,000	10 ,,
	1859	4 *s.* - -	3 *s.* 9½ *d.* -	10 1	55,000	10 ,,
	1860	4*s.* and 3*s.* 4*d.*	3 *s.* 5½ *d.* -	10 2½	55,000	10 ,,
	1861	3 *s.* 4 *d.* -	3 *s.* 2¼ *d.* -	10 –½	55,000	10 ,,
	1862	3 *s.* 4 *d.* -	3 *s.* 2¼ *d.* -	9 11¾	55,000	10 ,,
	1863	3 *s.* 4 *d.* -	3 *s.* 2 *d.* -	10 –½	55,000	10 ,,

21 September 1864.

D. Swallow, Manager.

BRENTFORD GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.		Rate per Cent. of Dividend in each Year.
				Loans on Bond at 5 and 4½ per Cent. Interest.	Shares Paid up, and Stock.	
			s. d.	£.	£.	
	1850	8 *s.*, 7 *s.*, and 6 *s.* -	15 –	17,950	46,300 shares - -	5½ per cent.
	1851	- - ditto - - -	15 –	19,850	46,300 ,, - -	5½ ,,
	1852	7 *s.* and 6 *s.* - -	14 3	22,523	46,300 ,, - -	5½ ,,
	1853	7 *s.*, 6 *s.*, and 5 *s.* -	15 7	22,773	46,300 ,, - -	5½ ,,
	1854	- - ditto - - -	17 7	27,263	46,300 ,, - -	5½ ,,
	1855	- - ditto - - -	17 4	30,000	46,300 ,, - -	5½ ,,
	1856	- - ditto - - -	17 –	29,950	50,396 ,, - -	5½ ,,
1 & 2 Geo. 4, c. 69;	1857	7 *s.*, 6 *s.*, 5 *s.* 6 *d.*, and 5 *s.*	17 –	29,617	56,576 ,, - -	5½ ,,
5 & 6 Vict. c. 78;	1858	- - ditto - - -	16 –	28,537	89,700 stock - -	4 ,,
11 & 12 Vict. c. 39; and 21 Vict. c. 44 - -	1859	6 *s.*, 5 *s.* 6 *d.*, and 5 *s.* -	15 –	29,757	89,700 ,, - -	5 ,,
					16,626 pref. shares -	5 ,,
	1860	- - ditto - - -	15 7	29,663	89,700 stock - -	5 ,,
					21,953 pref. shares -	5 ,,
	1861	- - ditto - - -	14 7	29,963	89,700 stock - -	5 ,,
					27,853 pref. shares -	5 ,,
	1862	- - ditto - - -	14 8	30,000	89,700 stock - -	5½ ,,
					40,217 pref. shares -	5 ,,
	1863	- - ditto - - -	14 8	38,550	89,700 stock - -	6½ ,,
					42,905 pref. shares -	5 ,,

John Bugby, Secretary.

BRIDGWATER GAS LIGHT COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
	1850	7 *s.* 6 *d.* - - - -	11 6	6,000	$3\frac{1}{3}$ per cent.
	1851	7 *s.* 6 *d.* - - - -	11 6	6,000	5 „
	1852	6 *s.* - - - -	11 –	6,000	5 „
	1853	6 *s.* - - - -	13 9	7,000	$2\frac{6}{7}$ „
	1854	7 *s.* - - - -	14 5	8,000	—
	1855	6 *s.* 6 *d.* - - -	14 2	8,000	5 per cent.
4 & 5 Will. 4, c. 33 -	1856	6 *s.* 6 *d.* - - -	12 1	8,000	$7\frac{1}{2}$ „
	1857	6 *s.* 6 *d.* - - -	12 –	8,000	$6\frac{1}{4}$ „
	1858	6 *s.* 6 *d.* - - -	12 11	10,000	5 „
	1859	6 *s.* 6 *d.* - - -	12 10	10,000	7 „
	1860	6 *s.* - - - -	12 10	10,000	$9\frac{1}{2}$ „
	1861	6 *s.* - - - -	13 –	10,000	$7\frac{1}{2}$ „
	1862	6 *s.* - - - -	13 2	10,000	$7\frac{1}{8}$ „
	1863	5 *s.* - - - -	12 8	10,000	$7\frac{1}{8}$ „

19 October 1864. *J. H. Cornish,* Clerk and Manager.

BRIERLEY HILL DISTRICT GAS LIGHT COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
	1850	5 *s.* - - - -	8 –	6,000	—
	1851	5 *s.* 10 *d.* - -	5 6	6,000	$1\frac{2}{5}$ per cent.
	1852	5 *s.* 10 *d.* - -	7 *s.* 6 *d.* and 9 *s.*	6,000	4 „
	1853	5 *s.* 10 *d.* - -	11 –	6,000	$2\frac{1}{2}$ „
	1854	6 *s.* 8 *d.* - - -	11 –	6,000	5 „
	1855	6 *s.* 8 *d.* - - -	10 –	6,000	5 „
	1856	5 *s.* 10 *d.* - - -	10 *s.* and 11 *s.*	6,000	5 „
12 Vict. c. 3;	1857	5 *s.* 10 *d.* - - -	9 6	6,000	5 „
11 May 1849	1858	5 *s.* 10 *d.* - - -	8 6	6,000 *l.*, and 2,000 *l.* on bond.	10 „
	1859	5 *s.* 10 *d.* - - -	8 6	- - ditto - - -	10 and 5 per cent. on arrears.
	1860	5 *s.* 5 *d.* - - -	13 9	- - ditto - - -	- - ditto.
	1861	5 *s.* 5 *d.* - - -	13 *s.* 9 *d.* and 7 *s.* 6 *d.*	- - ditto - - -	- - ditto.
	1862	5 *s.* 5 *d.* - - -	14 4	- - ditto - - -	- - ditto.
	1863	5 *s.* - - - -	12 *s.* 5 *d.*, 8 *s.*, and 7 *s.*	8,000 *l.*, the 2,000 *l.* having been converted into new shares.	- - ditto.

Geo. Lord, Secretary

BRIGHTON GAS LIGHT AND COKE COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
	1850	6 *s.* - - -	17 1	65,250	5 per cent.
	1851	6 *s.* - - -	16 9	65,250	5 „
	1852	6 *s.* and 5 *s.* - -	16 10	65,250	$4\frac{1}{2}$ „
	1853	5 *s.* - - -	16 3	65,250	4 „
	1854	5 *s.* and 6 *s.* - -	21 1	65,250	$4\frac{1}{2}$ „
	1855	6 *s.* - - -	19 11	65,250	5 „
	1856	6 *s.* and 5 *s.* - -	18 7	65,250	5 „
11 & 12 Vict. c. 40 -	1857	5 *s.* - - -	18 –	67,456	5 „
	1858	5 *s.* - - -	17 4	67,456	$6\frac{1}{2}$ „
	1859	5 *s.* - - -	16 6	67,500	$6\frac{1}{4}$ „
	1860	5 *s.* - - -	17 10	67,500	$7\frac{1}{4}$ „
	1861	5 *s.* - - -	17 5	67,500	8 „
	1862	5 *s.* - - -	16 4	70,200	$8\frac{3}{4}$ „
	1863	5 *s.* - - -	16 11	70,200	$9\frac{3}{4}$ „

Henry Wheeler, jun., Secretary.

BRISTOL UNITED GAS LIGHT COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
"The Bristol United Gas Light Company's Act, 1853" - -	1853	4 *s.* 6 *d.* - - -	8 –	179,800	8½ per cent.
	1854	4 *s.* 6 *d.* and 4 *s.* 2 *d.*	8 –	181,250	9 ,,
	1855	4 *s.* 2 *d.* - - -	8 –	181,250	9 ,,
	1856	4 *s.* - - -	8 –	181,250	9 ,,
	1857	4 *s.* - - -	8 –	181,250	9 ,,
	1858	4 *s.* - - -	7 6	181,250	9 ,,
	1859	4 *s.* - - -	8 –	181,250	9 ,,
	1860	4 *s.* - - -	7 6	181,250	9 ,,
	1861	3 *s.* 9 *d.* - - -	7 9	181,250	9 ,,
	1862	3 *s.* 9 *d.* - - -	8 –	191,250	9½ ,,
	1863	3 *s.* 9 *d.* - - -	8 –	191,250	9½ ,,

Note.—Previously to 1853 there were two Gas Companies in Bristol (now united), and as their returns cannot well be given accurately, it is presumed that the above will suffice for the purpose of Parliament.

Henry H. Townsend, Secretary.

BRITISH GAS LIGHT COMPANY (LIMITED).

STATIONS.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
				s. *d.*		
Sculcoates and Kingston-upon-Hull Station - - -	21 Vict. c. 17	1859	4 *s.* 6 *d.* -	9 2	57,624 at 10 p'ct. 42,376 at 7½ p'ct.	8¼ per cent. average.
		1860	4 *s.* 3 *d.* -	11 7		3¾ ,, ,,
		1861	4 *s.* 3 *d.* -	9 3		8 ,, ,,
		1862	4 *s.* 3 *d.* -	9 –		8¾ ,, ,,
		1863	4 *s.* 3 *d.* -	12 –		10 and 7½ per cent. on respective capitals.
Norwich Station -	21 & 22 Vict. c. 79 -	1859	4 *s.* 6 *d.* -	13 7	40,000 at 10 p'ct. 60,000 at 7½ p'ct.	10 and 7½ per cent. on respective capitals.
		1860	4 *s.* 3 *d.* -	14 7		8¾ per cent. average.
		1861	4 *s.* 3 *d.* -	14 5		10 and 7½ per cent. on respective capitals.
		1862	4 *s.* 3 *d.* -	13 8		- - ditto.
		1863	4 *s.* 3 *d.* -	13 5		- - ditto.
Staffordshire Potteries Station - - -	21 Vict. c. 33	1859	4 *s.* 6 *d.* -	8 10	42,610 at 10 p'ct. 30,000 at 7½ p'ct.	6½ per cent. average.
		1860	4 *s.* 6 *d.* -	8 7		6 ,, ,,
		1861	4 *s.* 6 *d.* -	8 6		7½ ,, ,,
		1862	4 *s.* 6 *d.* -	8 11		6¾ ,, ,,
		1863	4 *s.* 3 *d.* -	8 11		8½ ,, ,,

12 January 1865.

Fred. L. Linging, Secretary.

CORPORATION OF BURNLEY.

Act of Parliament under which Established.	Years.	Rate per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£. *s.* *d.*	
"The Burnley Improvement Act, 1854," &c.	1854 to 1863	3 *s.* 6 *d.* - -	8 3	30,808 9 2	Profits (if any) transferred to improvements in the Borough.

BURNHAM GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
Registered 18th June 1858, under the Joint Stock Companies Acts, 1856, 1857 - - -	1858	- - - - - - - -	- -	2,000	—
	1859	1,000 to 5,000 - - 7 *s.* 6 *d.* 5,000 to 15,000 - - 7 *s.* - 15,000 to 30,000 - - 6 *s.* -	15 6	2,000	—
	1860	- - ditto - - - - -	13 3	2,000	2½ per cent.
	1861	- - ditto - - - - -	13 3	2,000	5 ,,
	1862	- - ditto - - - - -	13 3	2,000	4½ ,,
	1863	- - ditto - - - - -	13 3	2,000	5½ ,,

BURY ST. EDMUNDS GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
			£. *s.* *d.*	£. *s.* *d.*		
12 & 13 Vict. c. 21, and 22 & 23 Vict. c. 42 - - -	1850	7 *s.* 6 *d.* - - -	— 17 5	—	—	
	1851	7 *s.* 6 *d.* - - -	— 16 3	10,627 10 –	10 per cent.	
	1852	7 *s.* 6 *d.* - - -	— 16 3	11,095 10 –	10 ,,	
	1853	6 *s.* 8 *d.* - - -	— 19 9	11,550 – –	10 ,,	
	1854	6 *s.* 8 *d.* - - -	1 – 10	11,750 – –	10 ,,	
	1855	6 *s.* 8 *d.* - - -	— 19 4	12,000 – –	10 ,,	
	1856	6 *s.* 8 *d.* - - -	— 19 3	12,000 – –	10 ,,	
	1857	6 *s.* 8 *d.* - - -	— 18 10	12,000 – –	10 ,,	
	1858	6 *s.* 8 *d.* - - -	— 17 –	12,000 – –	10 ,,	
	1859	6 *s.* 8 *d.* - - -	— 16 10	12,000 – –	10 ,,	
	1860	6 *s.* 8 *d.* - - -	— 16 7	12,000 – –	6 ,,	
				2,700 – –	5 ,,	New capital.
	1861	6 *s.* 8 *d.* - - -	— 17 2	12,000 – –	7 ,,	
				4,500 – –	7 ,,	New capital
	1862	6 *s.* 8 *d.* - - -	— 16 10½	12,000 – –	10 ,,	
				5,400 – –	7½ ,,	New capital.
	1863	6 *s.* 3 *d.* - - -	— 16 10½	12,000 – –	10 ,,	
				5,400 – –	7½ ,,	New capital.

22 September 1864. *Wm. Salmon*, Secretary.

CARDIFF GAS LIGHT AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£. *s.* *d.*	
The Cardiff Gas Light Acts, May 1837 and June 1854 - -	1850	6 *s.* to 4 *s.* 6 *d.* - -	7 9	20,000 – –	7½ per cent.
	1851	5 *s.* to 4 *s.* - - -	7 9	20,000 – –	7½ ,,
	1852	5 *s.* to 4 *s.* - - -	7 9	20,000 – –	7½ ,,
	1853	4 *s.* 6 *d.* to 3 *s.* 9 *d.* - -	8 3	20,000 – –	7½ ,,
	1854	- - ditto - - -	9 6	20,000 – –	7½ ,,
	1855	- - ditto - - -	9 3	25,655 – –	10 to 8 ,,
	1856	4 *s.* 3 *d.* to 3 *s.* 6 *d.* - -	9 3	28,085 – –	10 to 8 ,,
	1857	- - ditto - - -	9 –	32,267 10 –	10 to 8 ,,
	1858	- - ditto - - -	9 3	36,382 10 –	10 to 8 ,,
	1859	- - ditto - - -	9 –	40,170 – –	10 to 8 ,,
	1860	4 *s.* 3 *d.* to 3 *s.* 2 *d.* - -	9 –	40,170 – –	10 to 8 ,,
	1861	- - ditto - - -	9 –	45,855 – –	10 to 8 ,,
	1862	3 *s.* 10 *d.* to 3 *s.* 2 *d.* -	9 6	47,956 12 5	10 to 8 ,,
	1863	3 *s.* 3 *d.* to 2 *s.* 9 *d.* - -	9 6	50,780 12 5	10 to 8 ,,

16 September 1864. *H. Bowen*, Manager.

CHELTENHAM GAS LIGHT AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
		s. *d.*	*s.* *d.*	£. *s.* *d.*	
59 Geo. 3, c. 17, year 1819; and 19 & 20 Vict. c. 10, Session 1856 - - - -	1850	4 6 4 11 2/5	13 11 3/10	18,742 10 -	8 per cent.
	1851	4 4 3/10 4 8 7/10 4 11 2/5	12 9 7/10	18,742 10 -	8 „
	1852	4 1 1/10 4 6 2/5 4 11 2/5	13 1 1/5	18,742 10 -	8 „
	1853	3 10 4 6 2/5 4 11 2/5	13 8 1/2	18,742 10 -	9 „
	1854	3 10 4 6 2/5 4 11 2/5	15 - 1/5	24,534 3 4	9 „
	1855	3 10 4 6 2/5 4 11 2/5	15 6	24,992 10 -	9 1/2 „
	1856	3 10 4 3 3/10 4 9 *6 2 1/10	14 11 2/5	25,000 - -	10 „
	1857	3 10 1/10 4 3 3/10 4 9 *6 2 1/10	14 5 2/5	25,000 - - 14,875 - - 17,875 - -	10 „ 7 per cent., New 7 1/2 „ Capital.
	1858	3 8 3/5 4 3 3/10 4 9 *6 2 1/10	13 7 3/5	25,000 - - 18,750 - -	10 per cent. 7 1/2 „ New.
	1859	3 8 3/5 4 3 3/10 4 9 *5 8 2/5	13 6 3/5	25,000 - - 22,500 - -	10 per cent. 7 1/2 „ New.
	1860	3 8 3/5 4 3 3/10 4 9 *5 8 2/5	13 3 1/5	25,000 - - 25,000 - -	10 per cent. 7 1/2 „ New
	1861	3 7 7/10 4 3 3/10 4 9 *5 8 2/5	13 9 3/5	25,000 - - 29,330 - -	10 per cent. 7 1/2 „ New.
	1862	3 7 7/10 4 - 2/5 4 2 3/10 4 4 1/4 4 6 1/10 *5 5 1/2	13 7 3/10	25,000 - - 33,660 - -	10 per cent. 7 1/2 „ New.
	1863	3 7 7/10 4 - 2/5 4 2 3/10 4 4 1/4 4 6 1/10 *5 5 1/2	12 1	25,000 - - 35,000 - -	10 per cent. 7 1/2 „ New.

W. Nash Skillinure, Chairman.

* Charge for out-parishes.

CITY OF CARLISLE GAS WORKS.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
59 Geo. 3, c. 40; 13 Vict. c. 19 ("The Carlisle Gas Act, 1850" - - -	1850	5 *s.* - - - -	6 –	18,000	The Gas Works are the property of the Corporation of Carlisle, and the net profits go in augmentation of the City Fund.
	1851	5 *s.* - - - -	6 –	18,000	
	1852	5 *s.* - - - -	6 –	18,000	
	1853	4 *s.* 2 *d.* - - -	8 –	18,000	
	1854	4 *s.* 2 *d.* - - -	9 –	18,000	
	1855	4 *s.* 2 *d.* - - -	9 6	18,000	
	1856	4 *s.* 2 *d.* - - -	9 6	18,000	
	1857	4 *s.* 2 *d.* - - -	9 6	18,000	
	1858	4 *s.* 2 *d.* - - -	9 6	18,000	
	1859	4 *s.* 2 *d.* - - -	10 –	18,000	
	1860	4 *s.* 2 *d.* - - -	11 –	18,000	
	1861	4 *s.* - - - -	11 6	18,000	
	1862	4 *s.* - - - -	11 –	18,000	
	1863	3 *s.* 8 *d.* - - -	11 –	18,000	

18 August 1864. *Jno. Namon*, Town Clerk.

DERBY GAS LIGHT AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.			Rate per Cent. of Dividend in each Year.
				Number of Shares Sold, all Paid-up.	Amount per Share.	Total Share Capital.	
			s. *d.*		£.	£.	
1 Geo. 4, c. 9; 4 Vict. c. 15; 15 Vict. c. 14 - -	1850	5 *s.* to 3 *s.* 9 *d.* - - -	9 2	325	50	16,250	10 per cent.
	1851	5 *s.* to 3 *s.* 9 *d.* - - -	8 8	350	50	17,500	10 ,,
	1852	5 *s.* to 3 *s.* 9 *d.*; 4 *s.* 9½ *d.* to 3 *s.* 6½ *d.*	8 8	750	25	18,750	10 ,,
	1853	4 *s.* 9½ *d.* to 3 *s.* 6½ *d.*; 4 *s.* 7 *d.* to 3 *s.* 4 *d.*	9 3	830	25	20,750	10 ,,
	1854	4 *s.* 4½ *d.* to 3 *s.* 4 *d.* - -	11 9	880	25	22,000	10 ,,
	1855	4 *s.* 4½ *d.* to 3 *s.* 4 *d.* - -	9 –	920	25	23,000	10 ,,
	1856	4 *s.* to 3 *s.* 2 *d.* - - -	8 2	970	25	24,250	10 ,,
	1857	4 *s.* to 3 *s.* 2 *d.*; 3 *s.* 9 *d.* to 3 *s.* 1½ *d.*	8 3	970	25	24,250	10 ,,
	1858	3 *s.* 9 *d.* to 3 *s.* 1½ *d.* - -	8 4	1,020	25	25,500	10 ,,
	1859	3 *s.* 9 *d.* to 3 *s.* 1½ *d.*; 3 *s.* 7 *d.* to 3 *s.* 1 *d.*	8 2	1,070	25	26,750	10 ,,
	1860	3 *s.* 7 *d.* to 3 *s.* 1 *d.* - -	9 3	1,070	25	26,750	10 ,,
	1861	3 *s.* 7 *d.* to 3 *s.* 1 *d.* - -	9 3	1,350	25	33,750	10 ,,
	1862	3 *s.* 7 *d.* to 3 *s.* 1 *d.*; 3 *s.* 5 *d.* to 2 *s.* 11 *d.*	8 8	1,516	25	37,900	10 ,,
	1863	3 *s.* 5 *d.* to 2 *s.* 11 *d.* - -	8 3	1,550	25	38,750	10 ,,

23 August 1864. *Isaac Fisher*, Secretary.

DEVONPORT GAS AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
8 & 9 Vict. c. 64; 16 & 17 Vict., Sess. 1852-1853 - -	1850	6 *s.* - - - -	16 –	20,000	6 per cent.
	1851	6 *s.* - - - -	16 –	20,000	6 ,,
	1853	5 *s.* - - - -	16 –	35,000	6 ,,
	1859	4 *s.* 6 *d.* - - - -	16 –	35,000	7½ ,,
	1863	4 *s.* - - - -	16 –	35,700	9 ,,

In addition to the above capital the Company at various times raised on debentures sums amounting to 15,000 *l.*, being the amount authorised by the Act 16 & 17 Vict.

18 August 1864. *Henry Shepherd.*

DEWSBURY AND BATLEY GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
				£.	
3 & 4 Vict. c. 42 -	1850	5 *s.* - - - -	5 *s.* to 14 *s.* - -	37,000	10 per cent.
	1851	5 *s.* - - - -	5 *s.* 6 *d.* to 14 *s.* -	18,500	7½ „
	1852	5 *s.* - - - -	5 *s.* 6 *d.* to 14 *s.* -	18,500	7½ „
	1853	4 *s.* - - - -	5 *s.* 6 *d.* to 12 *s.* 10 *d.*	18,500	7½ „
	1854	4 *s.* - - - -	- - ditto - -	18,500	7½ „
	1855	4 *s.* - - - -	- - ditto - -	18,500	7½ „
	1856	4 *s.* - - - -	- - ditto - -	18,500	7½ „
	1857	4 *s.* - - - -	- - ditto - -	18,500	7½ „
	1858	4 *s.* - - - -	- - ditto - -	18,500	7½ „
	1859	4 *s.* - - - -	- - ditto - -	18,500	7½ „
	1860	4 *s.* - - - -	- - ditto - -	18,500	7½ „
	1861	4 *s.* - - - -	- - ditto - -	18,500	7½ „
	1862	4 *s.* - - - -	- - ditto - -	18,500	7½ „
	1863	4 *s.* - - - -	- - ditto - -	18,500	7½ „

Simon Redfearn, Secretary.

DUBLIN ALLIANCE CONSUMERS' GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
10 & 11 Vict. c. 42 -	1850	5 *s.* 10 *d.* - - -	15 1	95,000	6¼ per cent.
	1851	5 *s.* 10 *d.* - - -	14 7	95,000	6¼ „
	1852	5 *s.* 10 *d.* - - -	14 8	114,000	6½ „
	1853	5 *s.* - - - -	16 3½	114,000	7 „
	1854	5 *s.* 10 *d.* - - -	20 9	133,000	6¼ „
	1855	5 *s.* 10 *d.* - - -	20 10	133,000	6¼ „
	1856	5 *s.* 10 *d.* - - -	18 4½	133,000	6¼ „
	1857	5 *s.* 10 *d.* - - -	17 11	133,000	7 „
	1858	5 *s.* - - - -	16 8	133,000	7 „
	1859	4 *s.* 9 *d.* - - -	16 7	152,000	6¼ „
	1860	4 *s.* 9 *d.* - - -	16 11	152,000	7 „
	1861	4 *s.* 9 *d.* - - -	18 3	152,000	7¼ „
	1862	4 *s.* 9 *d.* - - -	17 6	152,000	7⅝ „
	1863	4 *s.* 9 *d.* - - -	16 6	*152,000	8¾ „

* *N.B.*—This does not include a sum of 12,000 *l.* raised on Bonds in October 1863.

10 January 1865.

John Stevenson, Secretary.

TOWN OF DUDLEY GAS LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.
1 & 2 Geo. 4, intituled, An Act for Incorporating the Town of Dudley Gas Light Company. Act passed in the year 1853, intituled, An Act for Lighting with Gas the Town of Dudley and the Suburbs thereof -	1850 to 1859	Under 1,000 - - - 6 *s.* 8 *d.* 1,000 and under 5,000, 5 *s.* 5 *d.* 5,000 „ 10,000, 5 *s.* 10,000 „ 30,000, 4 *s.* 7 *d.* 30,000 „ 60,000, 4 *s.* 2 *d.* 60,000 „ 100,000, 4 *s.* 100,000 and upwards - 3 *s.* 9 *d.*	The works were leased to 30 June 1863. The price of coals for six months ending 31 Dec. 1863 was 12 *s.* 4 *d.* and 13 *s.* 1 *d.*
	Christmas 1859 to Midsummer 1860 - -	Under 5,000, 5 *s.* 5 *d.*; other prices as above - - - - -	
	Midsum. 1860 to Christmas 1862 - -	Under 10,000, 5 *s.*; other prices as above - - - -	
	Christmas 1862 to Christmas 1863 - -	The above prices, excepting the 3 *s.* 9 *d.* and 4 *s.* rates, were subject to a discount of 15 per cent.; and those rates to 10 per cent. - - - - - -	

Years.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
	£. *s.*	
1850	12,000 –	4 p' cent. ordinary capital.
1851	12,000 –	4 „ - ditto.
1852	12,000 –	4½ „ - ditto.
1853	18,000 –	4 „ - ditto.
1854	20,045 –	5 „ - ditto.
1855	21,947 10	6 „ - ditto.
1856	24,495 10	6 „ - ditto.
1857	26,392 10	6 „ - ditto.
1857	2,725 –	5 „ pref. shares.
1858	26,732 10	6⅔ „ ordinary capital.
1858	8,542 10	5 „ pref. shares.
1859	26,962 10	6⅔ „ ordinary capital.
1859	8,962 10	5 „ pref. shares.
1859	2,182 -	4½ „ - ditto.
1860	27,000 –	7½ „ ordinary capital.
1860	8,962 10	5 „ pref. shares.
1860	4,392 –	4½ „ - ditto.
1861	27,000 –	8⅓ „ ordinary capital.
1861	8,962 10	5 „ pref. shares.
1861	4,392 –	4½ „ - ditto.
1862	27,000 –	8⅓ „ ordinary capital.
1862	8,962 10	5 „ pref. shares.
1862	4,500 –	4½ „ - ditto.
1863	27,000 –	7¾ „ ordinary capital.
1863	9,000 –	5 „ pref. shares.
1863	4,500 –	4½ „ - ditto.

DROYLSDEN GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	£. *s.* *d.*
Droylsden Gas Act, 1860; 23 Vict. c. 4.	1860	3*s.* 10*d.* to 5*s.* 6*d.* - -	11 9	6,000	8 12 3
	1861	- - ditto - - -	11 4	7,000	6 10 11
	1862	- - ditto - - -	10 11	7,000	8 7 10
	1863	3*s.* 10*d.* to 4*s.* 6*d.* - -	9 10	8,000	7 3 9

10 September 1864.

James Blackburn, Secretary and Manager.

EDINBURGH GAS LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
58 Geo. 3, c. 67, 23 May 1818; 10 Geo. 4, c. 2, 23 March 1829; 3 Vict. c. 13, 23 March 1840	1850	6*s.* 6*d.* to 3*s.* 9*d.* - - -	15 1	150,000	10 per cent.
	1851	5*s.* 10*d.* to 3*s.* 9*d.* - -	14 4	150,000	10 „
	1852	- - ditto - - - -	14 7	150,000	10 „
	1853	- - ditto - - - -	15 6½	150,000	10 „
	1854	- - ditto - - - -	17 6	150,000	10 „
	1855	- - ditto - - - -	20 –	150,000	10 „
	1856	- - ditto - - - -	20 –	150,000	10 „
	1857	- - ditto - - - -	19 1	150,000	10 „
	1858	- - ditto - - - -	19 2	150,000	10 „
	1859	5*s.* 5*d.* to 3*s.* 9*d.* - - -	19 9	150,000	10 „
	1860	- - ditto - - - -	18 11¾	150,000	10 „
	1861	4*s.* 10*d.* to 3*s.* 9*d.* - - -	17 11	150,000	10 „
	1862	- - ditto - - - -	17 5½	150,000	10 „
	1863	4*s.* 7*d.* to 3*s.* 9*d.* - - -	16 5½	150,000	10 „

J. K. Walsern, Manager.

EXETER GAS LIGHT AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
56 Geo. 3, and 6 Will. 4 -	1850	6*s.* 6*d.* - - -	15 9	40,000	10 per cent.
	1851	6*s.* - - - -	15 3	- -	9 „
	1852	5*s.* - - - -	15 3	40,273	8 „
	1853	5*s.* - - - -	16 8	40,332	8 „
	1854	6*s.* - - - -	21 7	41,099	8 „
	1855	6*s.* - - - -	18 6	41,571	8 „
	1856	5*s.* 6*d.* - - -	18 8	42,312	8 „
	1857	5*s.* 6*d.* - - -	17 6	42,832	8 „
	1858	5*s.* 6*d.* - - -	16 8	43,395	8 „
	1859	5*s.* - - - -	15 10	46,351	8 „
	1860	5*s.* - - - -	16 –	48,017	8 „
	1861	5*s.* - - - -	17 3	48,375	8 „
	1862	4*s.* 6*d.* - - -	16 4	48,745	10 „
	1863	4*s.* 6*d.* - - -	16 2	49,195	10 „

Midsummer 1864, price reduced to 4*s.* per 1,000 cubic feet: dividend 8 per cent.

12 December 1864.

Richard Williams, Secretary.

GAINSBOROUGH GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital. *	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
19 Vict. c. 9 - - -	1856	5 *s.* - - - -	9 3	12,800	6 per cent.
	1857	5 *s.* - - - -	8 11	13,600	6 ,,
	1858	5 *s.* - - - -	8 5	13,600	6 ,,
	1859	5 *s.* - - - -	8 2	13,600	6 ,,
	1860	5 *s.* - - - -	8 2	13,600	6 ,,
	1861	5 *s.* - - - -	8 –	14,400	6 ,,
	1862	5 *s.* - - - -	8 4	14,400	6 ,,
	1863	5 *s.* - - - -	8 4	15,000	6 ,,

The Company being first incorporated in 1856 no return of anterior date can be given.

* By "fixed capital" is to be understood capital actually paid up.

22 August 1864. *Robert Bee*, Secretary.

GLASGOW GAS LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital. †	Rate per Cent. of Dividend in each Year.
		*	*s.* *d.*	£.	
57 Geo. 3, c. 41; 3 Geo. 4, c. 80; 6 Geo. 4, c. 35; 7 Geo. 4, c. 38; 20 & 21 Vict. c. 35; and 26 Vict. c. 7 -	1850	5 *s.* - - - - -	12 $9\frac{3}{4}$	130,000	10 per cent.
	1851	5 *s.* - - - - -	12 8	140,000	10 ,,
	1852	5 *s.* - - - - -	13 –	150,000	10 ,,
	1853	4 *s.* 7 *d.* - - - -	12 3	150,000	10 ,,
	1854	4 *s.* 7 *d.* - - - -	10 $4\frac{1}{2}$	150,000	10 ,,
	1855	4 *s.* 7 *d.* - - - -	15 $1\frac{1}{2}$	150,000	10 ,,
	1856	4 *s.* 7 *d.* - - - -	17 $7\frac{3}{4}$	150,000	10 ,,
	1857	4 *s.* 7 *d.* and 5 *s.* - -	18 10	150,000	10 ,,
	1858	5 *s.* - - - - -	19 $4\frac{3}{4}$	150,000	10 ,,
	1859	5 *s.* - - - - -	18 $7\frac{3}{4}$	150,000	10 ,,
	1860	5 *s.* - - - - -	17 $5\frac{1}{2}$	150,000	10 ,,
	1861	4 *s.* 7 *d.* - - - -	17 $4\frac{3}{4}$	150,000	10 ,,
	1862	4 *s.* 7 *d.* - - - -	16 $3\frac{1}{4}$	175,000	10 per cent. on 150,000 *l.*, $7\frac{1}{2}$ per cent. on 25,000 *l.*
	1863	4 *s.* 7 *d.* - - - -	15 $9\frac{3}{4}$	175,000	10 per cent. on 150,000 *l.*, $7\frac{1}{2}$ per cent. on 25,000 *l.*

* The prices stated in this column have been subject to discounts, varying from 5 to 15 per cent., according to the consumption. The Company supply the public with meters and stair fittings, &c., free of charge, which is equivalent to a reduction in the price of gas of about 5 *d.* per 1,000 cubic feet. The rate has been reduced during the current year to 4 *s.* 2 *d.*

† The amount of capital authorised by the Company's Acts of Parliament is 215,000 *l.*; 150,000 *l.* of which to bear dividends not exceeding 10 per cent., and 65,000 *l.* (created in 1857) not exceeding $7\frac{1}{2}$ per cent. This column shows the amount of stock actually issued and paid up.

19 August 1864. *Alex. Ross*, Secretary.

GLASGOW CITY AND SUBURBAN GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
		*	*s.* *d.*		
6 & 7 Vict. c. 58, and 20 & 21 Vict. c. 80 -	1850-51	5 *s.* - - -	10 9	- - - - -	$7\frac{7}{9}$ per cent.
	1851-52	5 *s.* - - -	10 10	- - - - -	$8\frac{8}{9}$,,
	1852-53	5 *s.* - - -	8 11	- - - - -	9 ,,
	1853-54	4 *s.* 7 *d.* - - -	9 10	- - - - -	10 ,,
	1854-55	4 *s.* 7 *d.* - - -	12 1	150,000 *l.* under Act of	10 ,,
	1855-56	4 *s.* 7 *d.* - - -	15 5	Parliament 6 & 7 Vict.	10 ,,
	1856-57	4 *s.* 7 *d.* - - -	17 6	c. 58; 50,000 *l.* under	10 ,,
	1857-58	4 *s.* 10 *d.* - -	16 6	Act of Parliament 20	10 ,,
	1858-59	5 *s.* - - -	16 4	& 21 Vict. c. 80; in	10 ,,
	1859-60	5 *s.* - - -	15 9	all 200,000 *l.* - -	10 ,,
	1860-61	5 *s.* - - -	14 8	- - - - -	10 ,,
	1861-62	4 *s.* 7 *d.* - - -	14 –	- - - - -	10 per cent. on old, and $7\frac{1}{2}$ on new stock. †
	1862-63	4 *s.* 7 *d.* - - -	13 7	- - - - -	- ditto.

* These prices are subject to discount, at the following rates:—

On an annual consumption of gas on the same premises—

4 *l.* and under 20 *l.* - - - - - - - -	5 per cent. discount.
20 *l.* ,, 100 *l.* - - - - - - - -	10 ,, ,,
100 *l.* and upwards - - - - - - - -	15 ,, ,,

† The dividend on the new stock is limited to $7\frac{1}{2}$ per cent., and on the old to 10 per cent.

5 September 1864. *William Thomson*, Secretary.

GLOUCESTER GAS LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	
			s. d.		Old.	New.
1 Geo. 4, c. 10, and 4 & 5 Will. 4, c. 52 - -	1850	7 s. - - -	In 1850 and part of 1851 the works were held under lease - -	- - -	7·50	—
	1851	7 s. and 5 s. - -		- - -	7·50	—
	1852	5 s. - - -	13 –	33,000 l., including borrowing powers	7·00	—
	1853	5 s. - - -	13 4	- - -	3·80	—
	1854	5 s. - - -	16 6	- - -	5·50	—
	1855	5 s. - - -	16 4	- - -	4·00	—
8 & 9 Vict. c. 16 & 18; 10 & 11 Vict. c. 15; and 19 & 20 Vict. c. 118	1856	5 s. - - -	14 –	- - -	7·50	—
	1857	5 s. - - -	13 4	- - -	9·50	7·50
	1858	5 s. - - -	13 –	- - -	7·50	6·75
	1859	5 s. - - -	11 9	58,000 l., including borrowing powers	11·50	8·25
	1860	5 s. - - -	11 8		11·50	7·50
	1861	5 s. - - -	13 –		10·00	7·50
	1862	5 s. - - -	13 3	- - -	10·00	7·50
	1863	5 s. - - -	12 10	- - -	10·00	7·50
	1864	4 s. 6 d. and 4 s. -	13 10	- - -	10·00	7·50

16 December 1864. *Geo. Vinson*, Secretary.

GLOSSOP GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. d.	£.	£. s. d.
Glossop Gas Acts, 1845 and 1855 -	1850	6 s. 8 d. maximum; 4 s. 7 d. minimum -	10 –	7,650	10 – –
	1851	- ditto - - ditto - -	10 10	8,400	9 10 –
	1852	6 s. 3 d. maximum; 4 s. 2 d. minimum -	10 7½	8,400	10 – –
	1853	5 s. 10 d. maximum; 3 s. 9 d. minimum -	11 2	8,700	10 – –
	1854	- ditto - - ditto - -	17 4½	9,000	8 – –
	1855	- ditto - - ditto - -	16 –	9,000	11 6 8
	1856	- ditto - - ditto - -	17 5	14,175	7 4 2
	1857	- ditto - - ditto - -	17 1	16,200 *	9 18 4
	1858	- ditto - - ditto - -	17 2	16,200	7 8 11
	1859	- ditto - - ditto - -	16 8	18,000 *	10 2 11
	1860	5 s. maximum; 3 s. 4 d. minimum - -	17 –½	18,000	5 14 3
	1861	- ditto - ditto - - -	17 –	18,900 *	9 15 –
	1862	- ditto - ditto - - -	15 1	20,700	7 10 –
	1863	- ditto - ditto - - -	14 –	20,700	4 – –

* On the excess of capital beyond 9,000 l. only 7½ per cent. was paid during the years 1857, 1859, and 1861.

GREAT GRIMSBY GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. d.	£.	£. s. d.
9 & 10 Vict. c. 117, and the several Acts incorporated therewith - -	1850	6 s. 8 d. - - -	11 4	7,500	7 10 –
	1851	6 s. 8 d. - - -	10 6	9,000	7 10 –
	1852	5 s. 10 d. - - -	10 6	9,500	7 10 –
	1853	5 s. to 3 s. 4 d. - -	11 8	10,000	7 10 –
	1854	5 s. 10 d. to 3 s. 4 d. -	14 2	11,000	6 5 –
	1855	5 s. 10 d. to 3 s. 6 d. -	13 10	11,000	7 10 –
	1856	5 s. 5 d. to 3 s. 6 d. -	13 7	11,000	7 10 –
	1857	5 s. to 3 s. 6 d. - -	13 7	12,000	7 10 –
	1858	- ditto - - -	12 –	13,000	8 10 –
	1859	- ditto - - -	11 8	13,000	9 10 –
	1860	- ditto - - -	12 4	13,500	9 10 –
	1861	- ditto - - -	13 1	14,500	10 – –
	1862	- ditto - - -	11 6	14,500	10 – –
	1863	4 s. 7 d. to 3 s. 6 d. -	10 3	14,500	10 – –

25 August 1864. *Wm. Brooks*, Secretary.

HAMILTON NEW GAS LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
9 & 10 Vict. c. 98 - -	1850	- - -	5 –	8,000	8 per cent.
	1851	- - -	5 –	8,000	8 „
	1852	- - -	5 –	8,000	8 „
	1853	- - -	5 –	8,000	9 „
	1854	- - -	4 7	8,000	8 „
	1855	- - -	5 –	8,000	5 „
	1856	- - -	5 –	8,000	7 „
	1857	- - -	5 10	8,000	—
	1858	- - -	5 10	8,000	4 per cent.
	1859	- - -	5 10	8,000	9¼ „
	1860	- - -	5 10	8,000	4¾ „
	1861	- - -	5 5	8,000	7 „
	1862	- - -	5 –	8,000	7½ „
	1863	- - -	5 –	8,000	8 „

D. H. Robertson, Secretary.

HARTLEPOOL GAS AND WATERWORKS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
		s. *d.*	*s.* *d.*	£. *s.* *d.*	
The Hartlepool Gas and Waterworks Act, 1846; the Hartlepool Gas and Waterworks Amended Act, 1849; the Hartlepool Gas and Waterworks Act, 1855 - -	1850	5 3	3 9	6,999 4 –	6¼ per cent.
	1851	5 3	3 8	15,177 14 2	7½ „
	1852	5 3	3 6	15,353 16 –	9 „
	1853	4 6	5 2	15,890 16 11	8 „
	1854	4 6	5 4	17,210 7 9	8 per cent., less income tax.
	1855	4 6	6 5	25,917 7 11	8 „ „
	1856	4 6	6 8	33,281 18 1	8 per cent. on old shares. 7½ per cent. on new shares. (In both cases less income tax).
	1857	4 2	6 9	37,946 – 5	8 per cent. on old shares. 7½ per cent. on new shares. (In both cases clear of income tax).
	1858	4 2	6 5	41,435 19 10	7¾ per cent. on old shares. 7½ per cent. on new shares. (In both cases less income tax).
	1859	4 2	6 7	42,974 2 8	7 per cent., less income tax.
	1860	4 1	6 7	46,532 16 6	6¾ „ „
	1861	4 1	6 9	47,593 14 5	6½ per cent., clear of income tax.
	1862	4 1	6 8	48,609 10 3	6½ „ „
	1863	4 1	7 2	49,017 – –	6½ „ „

25 October 1864.

Thos. Trewhitt, Secretary.

HASLINGDEN UNION GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.		Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			Cannel.	Common.		
		s. *d.*	*s.* *d.*	*s.* *d.*		
8 & 9 Vict. c. 16 and 18; 10 & 11 Vict. c. 15; 23 & 24 Vict. c. 106; and 24 Vict. c. 30 - - -	1861	5 5	15 –	8 6	Authorised capital, 40,000 *l.*	5 per cent.
	1862	5 5	18 3	8 7		5 „
	1863	5 5	14 –	8 9	Paid-up capital, 22,822 *l.* 10 *s.*	4 „
	1864	5 5	16 1	8 9		5 „

19 August 1864.

Thomas Woodcock, Secretary.

HASTINGS AND ST. LEONARDS GAS COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent of Dividend in each Year.
		s. *d.*	*s.* *d.*	£.	
The Hastings and St. Leonards Gas Act, 1854 -	1854	5 –	22 1	16,500	6 per cent.
	1855	5 –	20 10	17,995	7 „
	1856	5 –	20 6	21,420	7 „
	1857	5 –	19 9	24,685	4½ „
	1858	5 –	19 6	26,730	7 „
	1859	5 –	17 8	28,050	8 „
	1860	5 –	17 7	30,690	8⅘ „
	1861	5 –	20 3	31,350	9 „
	1862	5 –	19 9	32,490	9 „
	1863	5 –	19 9	35,270	10 „

Alf. Wood.

HEYWOOD GAS LIGHT AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
		s. *d.*	*s.* *d.*	£.	
7 Geo. 4, Sess. 1826, c. 37, and 19 & 20 Vict. c. 13	1850	5 4⅘	10 6	8,800	7½ per cent.
	1851	5 4⅜	11 8	8,800	7½ „
	1852	4 5⅚	11 –	8,800	7½ „
	1853	4 5½	12 8	8,800	7½ „
	1854	4 5⅓	19 –	8,800	7½ „
	1855	4 5½	16 6	8,800	7½ „
	1856	4 5⅞	14 6	10,000	7½ „
	1857	4 5¾	15 3	15,942	7½ „
	1858	4 5¾	12 6	18,000	7½ „
	1859	4 6	14 6	19,000	7½ „
	1860	4 6¼	14 6	20,000	7½ „
	1861	4 6⅜	15 6	20,000	7½ „
	1862	4 8	16 –	21,950	7½ „
	1863	4 7¾	16 –	21,950	7½ „

William Schofield, Secretary.

HOLMFIRTH GAS LIGHT COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
		s. *d.*	*s.* *d.*	£.	
An Act passed in the second year of Victoria, entitled, an "Act for Lighting with Gas the Town of Holmfirth, and the Neighbourhood thereof, in the West Riding of the County of York"	1850	7 6	12 11	8,880	5 per cent.
	1851	6 8	10 –	8,880	5 „
	1852	6 8	10 6	8,880	4 „
	1853	6 8	10 6	8,880	*3½ „
	1854	6 8	12 –	8,880	5 „
	1855	6 8	11 6	8,880	5 „
	1856	6 8	9 6	8,880	4 „
	1857	6 8	9 3	9,435	5 „
	1858	6 8	9 –	9,435	5 „
	1859	6 8	9 3	9,990	5 „
	1860	6 8	10 –	9,990	6 „
	1861	5 10	11 –	10,545	5 „
	1862	5 10	10 6	10,545	5 „
	1863	5 10	10 6	10,830	5 „

* The year after the bursting of Bilberry Reservoir.

HAXFIELD GAS LIGHT AND WATERWORKS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£. *s.* *d.*	
Limited Liability -	1859	6 *s.* 6 *d.* - - -	10 10	1,429 5 4	—
	1860	6 *s.* 6 *d.* - - -	10 10	1,429 5 4	—
	1861	6 *s.* 6 *d.* - - -	10 10	1,429 5 4	5 per cent. on preference shares.
	1862	6 *s.* 6 *d.* - - -	10 10	1,429 5 4	5 per cent. on all shares.
	1863	6 *s.* 6 *d.* - - -	10 10	1,429 5 4	—

18 August 1864.

Edwd. Lucas, Secretary.

HUDDERSFIELD GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*		
Huddersfield Gas Act, 1861, 24 Vict. c. 56	1861	3 *s.* 6 *d.* - -	9 8	£. 62,984, consisting of— £.	
				Share Capital - 39,000	10 per cent.
				ditto - - 21,000	5 „
				Borrowed Money 2,984	4 „
	1862	3 *s.* 6 *d.* - -	9 6	£. 68,233, consisting of—	
				Share Capital - 39,000	10 per cent.
				ditto - - 21,000	5 „
				Borrowed Money 8,233	4 „
	1863	3 *s.* 6 *d.* - -	9 3	£. 72,311, consisting of—	
				Share Capital - 39,000	10 per cent.
				ditto - - 21,000	5 „
				Borrowed Money 12,311	4 „

John Burgess, Secretary.

INVERNESS GAS AND WATER COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
The Inverness Gas and Water Act, 1847; with which are incorporated "The Companies Clauses (Scotland) Act, 1845;" "The Waterworks Clauses Act, 1847;" and "The Gas Works Clauses Act, 1847" -	1850	10 *s.* - -	18 –	24,000	6⅔ per cent.
	1851	10 *s.* - -	18 –	24,000	7½ „
	1852	10 *s.* - -	18 –	24,000	7½ „
	1853	10 *s.* - -	18 –	24,000	7 „
	1854	8 *s.* 4 *d.* - -	18 –	24,000	7 „
	1855	8 *s.* 4 *d.* - -	24 –	24,000	7 „
	1856	8 *s.* 4 *d.* - -	27 –	24,000	7 „
	1857	8 *s.* 4 *d.* - -	28 –	24,000	7 „
	1858	8 *s.* 4 *d.* - -	27 –	24,000	7 „
	1859	8 *s.* 4 *d.* - -	27 –	24,000	7 „
	1860	7 *s.* 6 *d.* - -	27 –	24,000	7 „
	1861	7 *s.* 6 *d.* - -	27 –	24,000	6½ „
	1862	7 *s.* 6 *d.* - -	27 –	24,000	7 „
	1863	7 *s.* 6 *d.* - -	27 –	24,000	7½ „

9 September 1864.

Wm. Steven, Secretary.

KENDAL GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
9 & 10 Vict., Sess. 1864, c. 114 - - -	1850	7 *s.* 6 *d.* - -	13 4	9,100	7½ per cent.
	1851	7 *s.* 6 *d.* - -	13 4	9,100	7½ „
	1852	7 *s.* 6 *d.* - -	13 10	9,100	7½ „
	1853	7 *s.* 6 *d.* - -	14 3	9,100	7½ „
	1854	6 *s.* 3 *d.* - -	16 6	9,100	7½ „
	1855	6 *s.* 3 *d.* - -	12 6	9,100	8½ „
	1856	6 *s.* 3 *d.* - -	12 6	9,100	8½ „
	1857	5 *s.* - - -	12 6	9,100	8½ „
	1858	5 *s.* - - -	12 6	9,100	8½ „
	1859	5 *s.* - - -	12 6	9,100	8½ „
	1860	5 *s.* - - -	13 6	10,600	8½ „
	1861	5 *s.* - - -	11 8	11,100	8½ „
	1862	5 *s.* - - -	11 8	11,100	8½ „
	1863	5 *s.* - - -	11 8	11,100	9 „

17 August 1864.

R. L. Robinson, Secretary.

LANCASTER GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
Lancaster Gas Light Company, from 1826 to 1856, under a Deed of Co-partnership -				17,766	—
Lancaster Gas Company's Act, 19 & 20 Vict., Sess. 1856, c. 6 - - -	1856	When the annual consumption is under 150,000 - *s.* 5 *d.* 6	19 6	- - -	6 $\frac{2}{65}$ per cent.
	1857	When it amounts to 150,000, and is under 250,000 - 5 3	21 5½	- - -	5 $\frac{5}{9}$ „
	1858	250,000 and under 350,000 5 –	15 2¾	- - -	6 $\frac{2}{65}$ „
	1859	350,000 and under 450,000 4 10	16 5¾	- - -	7 $\frac{1}{7}$ „
		450,000 and upwards - 4 6		30,000 *l.*, and borrowing powers 7,000 *l.* -	
	1860	When the annual consumption is under 150,000 - 5 –	17 4¼	- - -	7 $\frac{1}{7}$ „
	1861	When it amounts to 150,000, and is under 250,000 - 4 9	16 1¼	- - -	7 $\frac{1}{7}$ „
	1862	250,000 and under 350,000 4 6	17 11¼	- - -	5 $\frac{5}{9}$ „
	1863	350,000 and under 450,000 4 4	16 3½	- - -	5 $\frac{20}{21}$ „
		450,000 and upwards - 4 –			

9 September 1864.

W. Fleming, Secretary.

LEAMINGTON PRIORS GAS LIGHT AND COKE COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.*	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
1 & 2 Vict. (Local) c. 53	1850	6 *s.* 9 *d.* and 6 *s.* 1 *d.* -	14 4	20,000 2,060	6½ per cent. 5 „
	1851	- - ditto - -	13 4	20,000 2,500	7 „ 5 „
	1852	- - ditto - -	13 4	20,000 2,500	8 „ 5 „
	1853	6 *s.*, 5 *s.*, and 4 *s.* 9 *d.* -	16 –	20,000 2,500	8 „ 5 „
	1854	- - ditto - -	15 –	20,000 4,250	8 „ 5 „
	1855	- - ditto - -	16 –	20,000 4,250	8 „ 5 „
	1856	5 *s.* and 4 *s.* 9 *d.* -	15 –	20,000 4,250	8 „ 5 „
	1857	- - ditto - -	15 –	20,000 4,250	8 „ 5 „
	1858	- - ditto - -	14 –	20,000 4,250	8 „ 5 „
	1859	- - ditto - -	14 –	20,000 4,250	8 „ 5 „
	1860	- - ditto - -	14 –	20,000 4,250	8 „ 5 „
	1861	4 *s.* 9 *d.* - - -	14 –	20,000 5,000	8 „ 5 „
	1862	4 *s.* 9 *d.* - - -	14 –	20,000 5,000	8 „ 5 „
	1863	4 *s.* 9 *d.* - - -	13 –	20,000 5,000	10 „ 5 „

* The fixed capital is 30,000 *l.*, but only the undermentioned sums have been paid up.

2 December 1864. *J. Bass Hanbury*, Clerk.

LEEDS NEW GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
5 & 6 Will. 4; 17 & 18 Vict.; and 25 & 26 Vict.	1850	5 *s.* - - -	7 9	45,000 15,000	10 per cent. 6 „
	1851	4 *s.* 6 *d.* - - -	7 8	45,000 24,800	10 „ 6 „
	1852	4 *s.* - - - -	7 6	45,000 28,200	10 „ 6 „
	1853	4 *s.* - - - -	8 1	45,000 31,600	10 „ 6 „
	1854	4 *s.* 6 *d.* - - -	9 4	45,000 42,382	10 „ 6 „
	1855	4 *s.* 6 *d.* - - -	9 9½	45,000 44,622	10 „ 6 „
	1856	4 *s.* 6 *d.* - - -	9 2½	45,000 44,675	10 „ 6 „

LEEDS NEW GAS COMPANY—*continued.*

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
5 & 6 Will. 4; 17 & 18 Vict.; and 25 & 26 Vict.	1857	4 *s.* 6 *d.*	8 10½	45,000	10 per cent.
				50,490	6 ,,
	1858	4 *s.* 6 *d.*	8 5½	45,000	10 ,,
				54,487	6 ,,
	1859	4 *s.* 6 *d.*	8 1	45,000	10 ,,
				64,250	6 ,,
	1860	4 *s.*	8 5½	45,000	10 ,,
				70,190	6 ,,
	1861	3 *s.* 9 *d.*	8 8½	45,000	10 ,,
				81,000	6 ,,
	1862	3 *s.* 9 *d.*	8 7	45,000	10 ,,
				90,430	6 ,,
	1863	3 *s.* 9 *d.*	8 6	45,000	10 ,,
				90,961	6 ,,

LEICESTER GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year
			s. *d.*	£.	
1 & 2 Geo. 4, c. 3; 1 & 2 Vict. c. 52; and 23 Vict. c. 5.	1850	From 4 *s.* 8 *d.* to 5 *s.* 6½ *d.*	13 9	36,230	7 per cent.
	1851	From 3 *s.* 11½ *d.* to 4 *s.* 5 *d.*	13 9	36,230	7 ,,
	1852	ditto	13 9	36,230	7 ,,
	1853	ditto	13 7	36,230	7 ,,
	1854	ditto	13 –	39,000	8 ,,
	1855	ditto	13 –	39,000	8 ,,
	1856	ditto	14 –	39,000	9 ,,
	1857	ditto	13 7	39,000	10 ,,
	1858	ditto	13 7	39,000	10 ,,
	1859	From 3 *s.* 8½ *d.* to 4 *s.* 2½ *d.*	13 –	39,000	10 ,,
	1860	From 3 *s.* 5¾ *d.* to 3 *s.* 11½ *d.*	13 –	81,716	10 ,,
	1861	ditto	13 7	89,620	10 per cent. on 39,000 *l.*, and 7½ on balance.
	1862	ditto	13 10	95,680	ditto.
	1863	From 3 *s.* 2 *d.* to 3 *s.* 11½ *d.*	13 7	113,502	ditto.

Wm. Billson, Jun., Secretary.

LINCOLN GAS LIGHT AND COKE COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.			Rate per Cent. of Dividend in each Year on Original Capital of £. 8,000.
				Original Capital.	Expended out of Profit.	Total.	
			s. *d.*	£.	£.	£.	
9 Geo. 4, 1828, c. 24	1850	7 *s.* 6 *d.*	10 3	8,000	3,250	11,250	10 per cent.
	1851	6 *s.* 6 *d.*	10 –	–	–	11,250	10 ,,
	1852	5 *s.*	10 –	–	–	11,250	10 ,,
	1853	5 *s.*	11 3	–	280	11,530	10 ,,
	1854	5 *s.*	10 4	–	1,370	12,900	10 ,,
	1855	5 *s.*	10 8	–	2,050	14,950	10 ,,
	1856	4 *s.* 2 *d.*	10 –	–	1,050	16,000	10 ,,
	1857	4 *s.* 2 *d.*	9 10	–	920	16,920	10 ,,
	1858	4 *s.* 2 *d.*	9 3	–	320	17,240	12½ ,,
	1859	4 *s.* 2 *d.*	9 2	–	–	17,240	15 ,,
	1860	4 *s.* 2 *d.*	9 11	–	630	17,870	16½ ,,
	1861	4 *s.* 2 *d.*	9 9	–	1,100	18,970	18 ,,
	1862	3 *s.* 9 *d.*	9 8	–	700	19,670	20 ,,
	1863	3 *s.* 9 *d.*	9 10	–	830	20,500	22 ,,

N.B.—The dividend of 22 per cent. is, as shown above, upon the original capital of 8,000 *l.*, whereas the real capital in 1863 is 20,500 *l.*, and upon this sum the dividend is about 8½ per cent.

W. P. Throsby, Secretary.

LIVERPOOL UNITED GAS LIGHT COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
				£.	
11 & 12 Vict. c. 38 - -	1850	4 *s.* 6 *d.* - - -	Various - -	541,397	10 per cent.
	1851	4 *s.* 6 *d.* - - -	ditto - -	558,203	10 „
	1852	4 *s.* 6 *d.* - - -	ditto - -	595,392	10 „
	1853	4 *s.* 6 *d.* - - -	ditto - -	596,858	10 „
	1854	4 *s.* 6 *d.* - - -	ditto - -	609,846	10 „
	1855	4 *s.* - - -	ditto - -	610,335	10 „
	1856	4 *s.* - - -	ditto - -	656,014	10 „
	1857	4 *s.* - - -	ditto - -	669,477	10 „
	1858	3 *s.* 9 *d.* - - -	ditto - -	696,023	10 „
	1859	3 *s.* 9 *d.* - - -	ditto - -	718,764	10 „
	1860	3 *s.* 9 *d.* - - -	ditto - -	743,748	10 „
	1861	3 *s.* 9 *d.* - - -	ditto - -	750,408	10 „
	1862	3 *s.* 7 *d.* - - -	ditto - -	754,379	10 „
	1863	3 *s.* 5 *d.* - - -	ditto - -	754,908	10 „

Philip Y. Garvett, Secretary.

LONDONDERRY GAS LIGHT COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£. *s.* *d.*	
General Act - - -	1850	8 *s.* 4 *d.* - - -	17 5	13,310 14 1	8 per cent.
	1851	8 *s.* 4 *d.* - - -	16 5	- -	8 „
	1852	8 *s.* 4 *d.* - - -	16 10	- -	8 „
	1853	5 *s.* 10 *d.* - -	17 1	- -	8 „
	1854	5 *s.* 5 *d.* - - -	18 4	- -	8 „
	1855	5 *s.* - - -	18 11	16,080 1 3	7 „
	1856	5 *s.* 10 *d.* - -	19 8	- -	7 „
	1857	5 *s.* 10 *d.* - -	19 1	- -	7 „
	1858	5 *s.* 5 *d.* - - -	19 1	- -	7 „
	1859	5 *s.* - - -	18 5	- -	7 „
	1860	5 *s.* - - -	17 9	20,733 - 4	5 „
	1861	5 *s.* - - -	20 1	- -	5 „
	1862	5 *s.* - - -	18 9	- -	5 „
	1863	5 *s.* - - -	16 5	- -	5 „
	1864	5 *s.* - - -	16 1	23,247 7 11	6 „

31 August 1864.

Henry Ridley, Manager.

MACCLESFIELD GAS WORKS (LOCAL BOARD OF HEALTH).

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
				£.	
1860 - - -	1860 1861 1862 1863	3 *s.* to 4 *s.* - -	10 *s.* common, and 20 *s.* cannel	49,000	4½ per cent.

MAIDSTONE GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
The Maidstone Gas Light and Coke Company, 4 Geo. 4; Royal Assent, 23 May 1823 - -	1850	6 *s.* - - - -	15 2	12,500 *	10 per cent.
	1851	6 *s.* - - - -	14 7	- - -	7 ,,
	1852	6 *s.* - - - -	14 7	- - -	7 ,,
	1853	6 *s.* - - - -	15 7	- - -	7 ,,
	1854	6 *s.* - - - -	19 8	- - -	7 ,,
	1855	6 *s.* - - - -	20 2½	- - -	7 ,,
	1856	6 *s.* - - - -	19 8	- - -	7 ,,
	1857	6 *s.* - - - -	18 6	- - -	10 ,,
The Maidstone Gas Company, 21 Vict. c. 36; Royal Assent, 14 June 1858 - - - -	1858	6 *s.* - - - -	16 –	25,000 - -	10 ,,
	1859	5 *s.* to consumers of 40,000 and upwards, and 5 *s.* 6 *d.* to consumers below 40,000	15 2	5,000 additional	7 ,, on A. shares. 4 ,, on B. ,, 7½ ,, on New ,,
	1860	- - ditto - - -	15 8	- - -	13 ,, on A. shares. 4 ,, on B. ,, 7½ ,, on New ,,
	1861	- - ditto - - -	14 3	2,500 additional	10 ,, on A. shares. 4 ,, on B. ,, 7½ ,, on New ,,
	1862	- - ditto - - -	14 3	- - -	- - ditto.
	1863	- - ditto - - -	14 2	- - -	- - ditto.
				£. 32,500	

* *Note.*—The shares representing the above-mentioned 12,500 *l.* were, by the Act of 21 Vict., converted into shares representing 25,000 *l.* By the same Act the capital of the Company is limited to 50,000 *l.* The Company has raised 7,500 *l.*, in addition to the 25,000 *l.*, making their present share capital 32,500 *l.*

15 September 1864. *Beale & Hoar*, Clerks.

MARGATE, RAMSGATE, AND BROADSTAIRS GAS COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*		
An Act for Lighting with Gas the Towns or Villages of Margate, Ramsgate, and Broadstairs, and places adjacent, in the county of Kent, 5 Geo. 4, c. 75; 28 May 1824 - - - -	1850	6 *s.* - - -	15 10¾	16,000 *l.* paid on	6¼ per cent.
	1851	6 *s.* - - -	15 11¼	20,000 *l.* capital.	7½ ,,
	1852	6 *s.* - - -	15 11½	- - -	7½ ,,
	1853	6 *s.* - - -	16 3	- - -	7½ ,,
	1854	6 *s.* - - -	19 11¾	- - -	7½ ,,
	1855	6 *s.* - - -	20 6¾	- - -	7½ ,,
	1856	6 *s.* - - -	19 3¾	- - -	7½ ,,
	1857	6 *s.* - - -	18 1	- - -	7½ ,,
	1858	5 *s.* - - -	17 6¾	- - -	7½ ,,
	1859	5 *s.* - - -	16 3½	- - -	8¾ ,,
	1860	5 *s.* - - -	16 6	- - -	8¾ ,,
	1861	5 *s.* - - -	16 10	- - -	8¾ ,,
	1862	4 *s.* 6 *d.* - -	17 –¾	24,000 *l.* -	10 ,,
	1863	4 *s.* 6 *d.* - -	16 3¼	- - -	10 ,,

William Hunt, Clerk.

MIDDLETON AND TONGE IMPROVEMENT COMMISSIONERS.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
Middleton and Tonge Improvement Act, 1861 -	1862	Consumers under 50,000 per annum, 5 *s.* per 1,000 -	8 9	26,000 - -	10 per cent.
	1863		7 2		
	1864		5 10		

James Wright, Clerk.

MIRFIELD GAS COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
Special Act in 1860 -	1857 1858 1859 1860 1861 1862 1863 1864	5*s.* - - -	6*s.* to 7*s.* -	£35,000*l.*, in 7,000 shares at 5*l.* each	5 per cent. from 1859 to 1862. 6 „ „ 1863 to 1864. 7½ „ „ . 1864.

Samuel Day, Secretary.

MORLEY GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
	1850	5*s.* 10*d.* - - -	5 6	5,000	No dividend.
	1851	5*s.* 10*d.* - - -	5 6	5,000	6 per cent.
	1852	5*s.* 10*d.* - - -	5 9	5,000	5 „
	1853	5*s.* 10*d.* - - -	6 –	5,000	5½ „
The Companies Clauses Consolidation Act, 1845; The Lands Clauses Consolidation Act, 1845; The Gas Works Clauses Act, 1847; The Morley Gas Act, 1848 - - - -	1854	5*s.* 10*d.* - - -	6 9	5,000	5½ „
	1855	5*s.* 10*d.* - - -	6 6	5,000	5 „
	1856	5*s.* 10*d.* - - -	7 –	5,000	6 „
	1857	5*s.* 10*d.* - - -	6 6	5,000	6 „
	1858	5*s.* 10*d.* - - -	6 9	5,000	6 „
	1859	5*s.* 10*d.* - - -	6 6	5,000	6 „
	1860	5*s.* 10*d.* - - -	7 6	7,000	8¾ „
	1861	5*s.* - - - -	8 –	7,000	6¼ „
	1862	5*s.* - - - -	8 6	7,000	6¼ „
	1863	5*s.* - - - -	8 6	7,000	10 „

William Wilson, Secretary.

NEWARK GAS COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
	1850	7*s.* 6*d.*, 6*s.* 8*d.*, and 5*s.* to June, afterwards 6*s.* 8*d.*, 5*s.* 10*d.*, 5*s.*, and 4*s.* 2*d.*	12 7½	5,000	10 per cent., with a bonus of 5 per cent.
	1851	6*s.* 8*d.*, 5*s.* 10*d.*, 5*s.*, and 4*s.* 2*d.*	12 1½	- -	- - ditto.
	1852	Ditto to June, thence 6*s.* 3*d.*, 5*s.* 5*d.*, 4*s.* 7*d.*, and 4*s.* 2*d.*	10 3	- -	10 per cent.
An Act passed in the 2d year of the reign of Queen Victoria, intituled, "An Act for the better lighting and supplying the Borough of Newark, in the County of Nottingham, and the Neighbourhood thereof, with Gas - -	1853	6*s.* 3*d.*, 5*s.* 5*d.*, 4*s.* 7*d.*, and 4*s.* 2*d.*	10 –¼	- -	10 „
	1854	Ditto to June, thence 5*s.* 10*d.*, 5*s.* 5*d.*, and 4*s.* 7*d.*	13 11½	- -	10 „
	1855	5*s.* 10*d.*, 5*s.* 5*d.*, and 4*s.* 7*d.* -	13 4	- -	10 „
	1856	Ditto to June, thence 5*s.* 5*d.* and 4*s.* 7*d.*, with discounts of 5 and 10 per cent. to large consumers.	12 3½	- -	10 „
	1857	5*s.* and 4*s.* 7*d.*, with discounts of 5 and 10 per cent. to large consumers.	13 1¾	- -	10 „
	1858	- - - ditto - - - -	12 7¾	- -	10 per cent., with a bonus of 5 per cent.
	1859	- - - ditto - - - -	13 4¾	- -	- - ditto.
	1860	- - - ditto - - - -	14 1¼	- -	- - ditto.
	1861	- - - ditto - - - -	13 6¾	- -	11¼ per cent.
	1862	4*s.* 2*d.* - - - - -	12 10	- -	10 „
	1863	4*s.* 2*d.* - - - - -	11 9	- -	10 „

21 October 1864.

C. C. Foottit, Clerk.

NEWCASTLE-UPON-TYNE AND GATESHEAD GAS COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
				£.	
Act received Royal Assent, 30 June 1864 -	1864	3*s.* 4*d.*, with discount, reducing it from 3*s.* to 2*s.* 6*d.* according to consumption.	5*s.* 11*d.* for Newcastle gas coal, and 17*s.* 6*d.* for cannel to mix with it.	200,000	—

Wm. Hardie, Secretary.

NORTHAMPTON GAS LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
4 Geo. 4, c. 96, Royal Assent, 17 June 1823; and 21 & 22 Vict. c. 103; Royal Assent, 12 July 1858 - - -	1850	6*s.* 3*d.* - - -	15 5	14,763	7·89 per cent.
	1851	5*s.* - - - -	14 11	14,763	7·89 ,,
	1852	5*s.* - - - -	15 5	14,763	7·89 ,,
	1853	5*s.* - - - -	15 8	14,763	7 89 ,,
	1854	5*s.* - - - -	18 8	14,763	7 89 ,,
	1855	5*s.* - - - -	17 7	14,763	7·89 ,,
	1856	5*s.* - - - -	17 1½	14,763	7·89 ,,
	1857	5*s.* - - - -	15 11	14,763	7·89 per cent., and bonus 2*l.* per share of 19*l.*
	1858	5*s.* - - - -	13 11	15,540	10·00 per cent., and bonus 4*l.* 15*s.* per share of 20*l.*
	1859	5*s.* - - - -	13 11¾	34,965	7·05 per cent.
	1860	5*s.* - - - -	14 2½	41,445	7·10 ,,
	1861	5*s.* - - - -	14 8½	46,570	7·16 ,,
	1862	5*s.* - - - -	15 —	46,620	7·16 ,,
	1863	5*s.* - - - -	13 9	46,620	7·16 ,,

William Dennis, Secretary.

NORTH BIERLEY GAS COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
The North Bierley Gas Act, 1863.	1863	5*s.* - - - -	8 9	18,000	7½ per cent.

Frederick Bower, Secretary.

OLDHAM CORPORATION GAS AND WATERWORKS.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*		
Oldham Gas Light and Waterworks Company, 6 Geo. 4, c. 171; and 1 & 2 Vict. c. 96 -	1850	5 *s.* 4 *d.* to 3 *s.* 10 *d.* -	6 –	- - -	10 per cent.
	1851	- - ditto - -	6 –	- - -	10 „
	1852	4 *s.* 6 *d.* to 3 *s.* 4 *d.* -	6 –	- - -	10 „
Oldham Corporation Gas and Waterworks, 16 Vict. c. 42; and 18 Vict. c. 47	1853	- - ditto - -	7 –	The Gas and Waterworks were purchased together for 10,000 annuities of 1 *l.* each.	The works being corporate property, there has not been any dividend.
	1854	- - ditto - -	7 6		
	1855	- - ditto - -	7 6		
	1856	- - ditto - -	7 6		
	1857	- - ditto - -	7 6		
	1858	- - ditto - -	7 9		
	1859	- - ditto - -	6 3		
	1860	- - ditto - -	8 8		
	1861	4 *s.* to 3 *s.* 4 *d.* - -	7 6		
	1862	- - ditto - -	6 –		
	1863	- - ditto - -	6 –		
	1864	- - ditto - -	6 6		

24 August 1864. *James Taylor*, Manager.

ORMSKIRK GAS LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
The Companies Clauses Consolidation Act, 1845; The Lands Clauses Consolidation Act, 1845; The Gas Works Clauses Act, 1847; and The Ormskirk Gas Light Act, 1853 - - -	1850	7 *s.* 6 *d.* - - -	15 8	5,526	7½ per cent.
	1851	7 *s.* 6 *d.* - - -	15 8	5,726	7½ „
	1852	6 *s.* 3 *d.* - - -	15 8	5,944	5 „
	1853	6 *s.* 3 *d.* - - -	19 –	6,722	5 „
	1854	6 *s.* 3 *d.* - - -	22 –	6,813	2 „
	1855	6 *s.* 3 *d.* and 6 *s.* 6 *d.* -	24 –	6,859	2 „
	1856	6 *s.* 6 *d.* - - -	22 –	7,097	5 „
	1857	6 *s.* 6 *d.* - - -	18 5	7,165	7 „
	1858	6 *s.* 6 *d.* - - -	16 –	8,621	8 „
	1859	6 *s.* - - - -	16 –	8,900	6 „
	1860	6 *s.* - - - -	15 –	9,073	8½ „
	1861	6 *s.* - - - -	15 –	9,192	9 „
	1862	5 *s.* 9 *d.* - - -	15 –	9,495	9 „
	1863	5 *s.* 9 *d.* - - -	14 6	9,529	10 „

27 September 1864. *John Martin*, Manager.

PAISLEY BOARD OF GAS LIGHT COMMISSIONERS.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
8 & 9 Vict. c. 18; 30 June 1845 - - - -	1850	6 *s.* - - -	12 2	40,000	$6\frac{2}{5}$ per cent.
	1851	6 *s.* - - -	12 10		
	1852	5 *s.* - - -	12 $5\frac{3}{4}$		
	1853	5 *s.* - - -	12 $3\frac{1}{2}$		
	1854	5 *s.* - - -	12 $8\frac{1}{4}$		
	1855	5 *s.* 5 *d.* - - -	17 $3\frac{1}{2}$		
	1856	5 *s.* 5 *d.* - - -	17 $4\frac{1}{4}$		
	1857	5 *s.* - - -	18 $3\frac{1}{2}$		
	1858	5 *s.* - - -	17 $11\frac{3}{4}$		
	1859	5 *s.* - - -	19 2		
	1860	5 *s.* - - -	18 $8\frac{1}{5}$		
	1861	5 *s.* - - -	16 $4\frac{9}{10}$		
	1862	4 *s.* 7 *d.* - - -	15 $5\frac{2}{5}$		
	1863	4 *s.* 7 *d.* - - -	15 $3\frac{7}{10}$		

Thos. Campbell, Secretary.

PRESTON GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
The Preston Gas Act, 1853, 16 Vict. c. 13, incorporated with which are The Companies Clauses Act, 1845 (except the 88th section); The Lands Clauses Consolidation Act, 1845 (except such of the provisions as relate to the purchase of land otherwise than by agreement); and The Gas Works Clauses Act, 1847 - - - -	1850	5 *s.* 3 *d.* to 4 *s.* 1 *d.* -	10 –	59,000	10 per cent.
	1851	4 *s.* 10½ *d.* to 3 *s.* 9½ *d.*	10 –	63,400	10 „
	1852	4 *s.* 6 *d.* to 3 *s.* 6 *d.* -	10 –	66,400	10 „
	1853	- - ditto - -	10 –	78,105	10 „
	1854	4 *s.* 3¾ *d.* to 3 *s.* 4¼ *d.*	14 10	82,437	10 „
	1855	- - ditto - -	16 6	89,080	10 „
	1856	- - ditto - -	13 11	95,950	8 „
	1857	- - ditto - -	14 9	103,213	8 „
	1858	- - ditto - -	13 8	104,070	8 „
	1859	- - ditto - -	12 –	105,537	10 per cent., and arrears 1 per cent.
	1860	- - ditto - -	12 5	118,086	10 per cent., and arrears 2 per cent.
	1861	- - ditto - -	12 2	128,171	10 per cent.
	1862	- - ditto - -	12 1	133,138	10 „
	1863	- - ditto - -	12 2	135,475	10 per cent., and arrears 1 per cent.

22 August 1864. *Henry Green*, Secretary.

PUDSEY COAL GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
8 & 9 Vict. c. 63, and 18 & 19 Vict. c 1 - -	1850	6 *s.* - - -	9 –	48,000	5 per cent.
	1851	6 *s.* - - -			7 „
	1861, &c.	5 *s.* 5 *d.* - - -			7½ „

RAMSBOTTOM GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
	1854	—	—	—	—
	1855	—	—	—	—
	1856	From 1856 to 1858, maximum price 5 *s.* 6 *d.*, minimum price 4 *s.*; from 1858 to 1863, from 5 *s.* 6 *d.* down to 3 *s.* 8½ *d.*, according to consumption - - - -	Cannel, 19 *s.* -	10,000 *l.*, and powers to borrow 2,500 *l.*, or create the same in shares.	3 per cent.
17 & 18 Vict. c. 17, Ramsbottom Gas Act of 1854, and General Gas Act or Gas Works Clauses Act, 1847, and the Companies Clauses Consolidation Act, 1845 - -	1857		- ditto - -		6 „
	1858		Cannel, 15 *s.* 6 *d.*		6 „
	1859		Cannel, 17 *s.* -		7 „
	1860		- ditto - -		8 „
	1861		Cannel, 16 *s.* 6 *d.*		7 „
	1862		- ditto - -		4 „
	1863		Cannel, 15 *s.* 3 *d.*		4½ „

Edmund Chattwood, Secretary.

READING GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
"Reading Gas Act, 1862;" 25 & 26 Vict. c. 8 - -	Three quarters of a year to Midsummer, 1863.	Consumers of less than 10,000, half-yearly, 5 *s.*; consumers of 10,000, but less than 20,000, half-yearly, 4 *s.* 9 *d.*; consumers of 20,000, but less than 40,000, half-yearly, 4 *s.* 6 *d.*; consumers of 40,000, half-yearly and upwards, 4 *s.* 3 *d.*; gas supplied to public lamps, 3 *s.* 7 *d.*	15 –	20,000	8 per cent.
				5,000	5 „
				2,500 (½ year)	5 „
				5,000 (6 weeks)	7 „
				Mortgage:	
				7,000	5 „
				800	4½ „
				200	4 „
	Half-year to Christmas, 1863.	- - ditto - - ditto - -	15 6	27,500	5 „
				8,000 (1¾ year)	5 „
				Mortgage:	
				7,000 (¼ year)	5 „
				800 (¼ year)	4½ „
				200 (¼ year)	4 „
				8,000 (2 months)	5 „
				8,000 (1 month)	4¼ „
	Half-year to Midsummer, 1864.	- - ditto - - ditto - -	16 3	7,500	5 „
				28,000	7 „
				2,500 (¼ year)	5 „
				1,000 (¼ year)	7 „
				Mortgage:	
				8,000	4¼ „

Robert Bradley, Secretary.

READING UNION GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Rate per Cent. of Dividend in each Year.
			s. *d.*	
Reading Union Gas Company's Act, 6 Will. 4, 1836, c. 1 - -	1859	5 *s.* 6 *d.* - - - -	17 –	7½ per cent.
	1860	5 *s.* 6 *d.* - - - -	16 6	7½ „
	1861	5 *s.* 6 *d.* - - - -	16 3	7½ „
	1862	5 *s.* 6 *d.* - - - -	16 3	10 „

No reliable information can be given previous to 1859. In September 1862 the "Reading Union Gas Company" was amalgamated with the "Reading Gas Company."

6 September 1864.

W. G. Hayward, Secretary.

ROSSENDALE UNION GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.		Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			Cannel.	Coal.		
			s. *d.*	*s.* *d.*	£. *s.* *d.*	
The Companies Clauses Consolidation Act, 1845; The Lands Clauses Consolidation Act, 1845; The Gas Works Clauses Act, 1847; The Rossendale Union Gas Company's Act, 1854.	1850	- - not in existence.				
	1851	- - - ditto.				
	1852	- - - ditto.				
	1853	- - - ditto.				
	1854	5 *s.* 9 *d.*, 5 *s.* 7 *d.*, 5 *s.* 5 *d.*, 5 *s.* 3 *d.*	21 10	11 10	17,083 18 7¼	2½ per cent.
	1855	- - ditto - - ditto -	21 10	11 10	24,027 – 4	2·83 „
	1856	5 *s.* 3 *d.*, 5 *s.*, 4 *s.* 9 *d.*, 4 *s.* 6 *d.* -	19 –	13 –	39,997 6 10	3¼ „
	1857	- - ditto - - ditto -	17 –	10 3	44,320 18 8½	2 „
	1858	- - ditto - - ditto -	16 8	10 3	45,331 19 9½	4¾ „
	1859	5 *s.*, 4 *s.* 9 *d.*, 4 *s.* 6 *d.*, 4 *s.* 3 *d.* -	15 –	8 9	46,472 15 10½	8 „
	1860	- - ditto - - ditto -	16 11	9 6	50,882 11 2½	9 „
	1861	- - ditto - - ditto -	16 6	8 6	53,999 19 6½	7¾ „
	1862	- - ditto - - ditto -	15 –	8 6	55,335 – 2½	5¼ „
	1863	- - ditto - - ditto -	13 6	6 8	56,678 19 10½	7 „

August 1864.

C. Thomas Newbigging, Secretary.

ROCHDALE GAS WORKS (The Property of the Corporation).

Name of Company.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Price of Cannel in each Year, per Ton.	Amount of Fixed Capital.	Profits.
			Price 5 *s.* per 1,000: When the yearly consumption is—	*s.* *d.*	*s.* *d.*	£. *s.* *d.*	
Commissioners - -	8 Vict., c. 104; an Act for lighting and improving the town.	1850	100,000 - 2½ per cent. - 4 10½ 200,000 - 5 „ - 4 9 300,000 - 7½ „ - 4 7½ 400,000 - 10 „ - 4 6 600,000 - 12½ „ - 4 4½ 800,000 - 15 „ - 4 3	7 4½	11 7	34,750 1 8	10 per cent.
Ditto - - -	- ditto - -	1851	- ditto - ditto - - - ditto -	7 1½	10 10	38,658 17 1½	10 „
Ditto - - -	- ditto - -	1852	- ditto - ditto - - - ditto -	7 1¼	11 10	40,074 3 –	7 „
			Price 4 *s.* 6 *d.* per 1,000: When the yearly consumption is—				
Ditto - - -	- ditto - -	1853	*s.* *d.* 50,000 and under 200,000 - 4 3 200,000 „ 400,000 - 4 – 400,000 „ 800,000 - 3 9 800,000 and upwards - - 3 6	7 3	11 8	40,648 – 8	6·5 „
			Price 4 *s.* per 1,000: When the yearly consumption is—				
Ditto - - -	"The Rochdale Improvement Act, 1853."	1854	*s.* *d.* 100,000 and under 400,000 - 3 9 400,000 „ 800,000 - 3 6 800,000 and upwards - - 3 3	8 9	12 9	45,089 6 2	4·6 „
Ditto - - -	- ditto - -	1855	- ditto - - ditto - - ditto	8 7½	18 11	52,182 5 2½	4 „
Ditto - - -	- ditto - -	1856	- ditto - - ditto - - ditto	8 3	18 3½	54,571 19 3½	4·7 „
Ditto - - -	- ditto - -	1857	- ditto - - ditto - - ditto	8 –	14 10	55,988 12 9	6·6 „
Council of the town and borough of Rochdale, acting in execution of "The Rochdale Improvement Act, 1853," under transfer of power from the Commissioners.	- ditto - -	1858	ditto - - ditto - - ditto	7 4	16 2	56,948 9 8	6·4 „
Ditto - - -	- ditto - -	1859	- ditto - - ditto - - ditto	7 1¾	15 3½	57,922 2 –	8·4 „
Ditto - - -	- ditto - -	1860	- ditto - - ditto - - ditto	8 –	15 1½	58,786 14 3	9 „
Ditto - - -	- ditto - -	1861	Price 4 *s.*, subject to the following discount: When the annual consumption is as follows— *d.* 10,000 and under 20,000 - 1	9 7	15 1	59,885 17 2	9·2 „
Ditto - - -	- ditto - -	1862	20,000 „ 50,000 - 2 50,000 „ 100,000 - 3 100,000 „ 200,000 - 4	9 7½	17 3½	67,274 8 1	9·2 „
Ditto - - -	- ditto - -	1863	200,000 „ 400,000 - 5 400,000 „ 600,000 - 6 600,000 „ 800,000 - 7 800,000 „ 1,000,000 - 8 1,000,000 and upwards - - 9	9 8	17 4	68,417 9 10	4·6 „

8 September 1864.

F. Ash Mellor, Town Clerk.

RUNCORN GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent of Dividend in each Year.
			s. *d.*	£. *s.* *d.*	
10 & 11 Vict., Sess. 1847; Companies Clauses Consolidation Act, 1845; and Gas Clauses Act, 1847	1850	7 *s.* 6 *d.*	10 –	9,645 – –	9 per cent.
	1851	7 *s.* 6 *d.*	12 3	10,987 10 –	9 „
	1852	7 *s.* 6 *d.*	11 –	12,000 – –	8 „
	1853	6 *s.* 3 *d.*	11 –	12,000 – –	9 „
	1854	6 *s.* 3 *d.*	11 –	13,200 – –	8 „
	1855	6 *s.* 3 *d.*	10 2	13,200 – –	8½ „
	1856	6 *s.* 3 *d.*	14 6	13,200 – –	8½ „
	1857	6 *s.* 3 *d.*	12 3	13,800 – –	9 „
	1858	6 *s.* 3 *d.*	12 –	13,800 – –	8½ „
	1859	6 *s.* 3 *d.* and 6 *s.*	12 –	13,800 – –	9 „
	1860	5 *s.* 10 *d.* and 5 *s.* 7½ *d.*	12 4	13,800 – –	9½ „
	1861	- ditto - ditto	11 4	13,800 – –	10 „
	1862	5 *s.* 5 *d.* and 5 *s.* 3 *d.*	11 5	13,800 – –	10 „
	1863	5 *s.* and 4 *s.* 10½ *d.*	11 5	13,800 – –	10 „

8 October 1864.

J. R. Frith, Secretary.

ST. HELENS GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year	Price of Coals in each Year, per Ton.		Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			Coals.	Cannel.		
			s. *d.*	*s.* *d.*	£.	
The St. Helens Gas Act, 1852	1850	6 *s.* 8 *d.*	5 *s.* 6 *d.*, common coals	11 –	6,000	2½ per cent.
	1851	6 *s.* 8 *d.*		11 –	6,000	7½ „
	1852	5 *s.* 5 *d.*	9 5	10 7	6,000	9 „
	1853	5 *s.*	10 5	12 –	11,999	8 „
	1854	5 *s.*	9 7	18 –	15,600	9 „
	1855	5 *s.*	7 8	16 7	18,000	9½ „
	1856	5 *s.*	7 4	14 8	20,400	9·3 „
	1857	5 *s.*	7 1	13 4	21,600	10 „
	1858	4 *s.* 6 *d.* and 5 *s.*	7 –	11 4	22,800	10 „
	1859	- - ditto	6 7	11 –	24,000	7 „
	1860	- - ditto	7 6	11 –	29,230	10 „
	1861	- - ditto	7 9	11 –	29,380	10 „
	1862	- - ditto	7 3	10 6	30,000	9 „
	1863	- - ditto	7 3	10 6	30,000	7 „

William Pritchard, Manager.

SCARBOROUGH GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Total Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
An Act for incorporating "The Scarborough Gas Company," for enabling the Company to raise a further Sum of Money for better supplying the borough of Scarborough with Gas, and for other purposes.—Royal Assent, 20th May 1861. An Act to enable the Scarborough Gas Company to raise a further Sum of Money, and for other purposes.—Royal Assent, 19th April 1859	1850	6 *s.* 8 *d.*	11 8	10,000	7 per cent.
	1851	6 *s.* 8 *d.*	10 10	10,000	9 „
	1852	6 *s.* 8 *d.*	9 10	12,765	6 „
	1853	6 *s.* 8 *d.*	10 3½	15,955	6 „
	1854	6 *s.* 8 *d.* and 5 *s.* 10 *d.*	14 11½	15,955	6 „
	1855	5 *s.* 10 *d.*	13 9½	19,315	6 „
	1856	5 *s.* 10 *d.*	13 5¾	19,955	6 „
	1857	5 *s.* 10 *d.*	12 10	20,000	6½ „
	1858	5 *s.* 10 *d.*	13 1	20,000	7 „
	1859	5 *s.* 10 *d.*	12 8	20,000	7½ „
	1860	5 *s.* 10 *d.*	12 –¾	20,000	7 „
	1861	5 *s.* 10 *d.* and 5 *s.*	11 3½	30,000	7½, and 3 per cent. additional on original shares.
	1863	5 *s.*	11 7	30,000	7½, and 1 per cent. additional on original shares.
	1862	5 *s.*	11 6½	40,000	7½ per cent.

FIXED CAPITAL.

Original £. 10 shares	£. 20,000
New (No. 1) £. 10 shares	10,000
New Half £. 5 shares	10,000
	£. 40,000

30 December 1864.

David Sandell, Secretary.

SKIPTON GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
Under Deed of Settlement, dated 1836 - - -	1850	7 *s.* 6 *d.* - - -	10 6	4,000	4 per cent.
	1851	7 *s.* 6 *d.* - - -	10 3	4,000	5¾ „
	1852	6 *s.* 8 *d.* - - -	10 3	4,000	5 „
	1853	6 *s.* 8 *d.* - - -	10 6	4,000	5 „
	1854	6 *s.* 8 *d.* - - -	11 10	4,000	5 „
	1855	6 *s.* 8 *d.* - - -	12 6	4,000	5 „
	1856	6 *s.* 8 *d.* - - -	12 1½	6,000	5 „
	1857	5 *s.* 10 *d.* - - -	12 3	6,000	5 „
	1858	5 *s.* 10 *d.* - - -	12 6	6,000	5 „
	1859	5 *s.* 10 *d.* - - -	11 8	7,000	5 „
	1860	5 *s.* 10 *d.* - - -	8 –	7,000	6 „
	1861	5 *s.* 10 *d.* - - -	11 9	7,000	7 „
	1862	5 *s.* 5 *d.* - - -	13 3½	7,000	9 „
"The Skipton Gas Act, 1863" - - - -	1863	5 *s.* 5 *d.* - - -	12 4½	7,000	9 „

Samuel Farey, Clerk.

SLIGO GAS-LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
The Special Act; the Companies Clauses Consolidation Act; the Gas Works Clauses Act; and the Lands Clauses Consolidation Act - -	1850	10 *s.* 6 *d.* - - -	14 7	5,020	Nil.
	1851	10 *s.* 6 *d.* - - -	14 8	5,020	3 per cent.
	1852	8 *s.* 4 *d.* - - -	14 10	5,020	5 „
	1853	8 *s.* 4 *d.* - - -	24 3	5,020	2½ „
	1854	10 *s.* 10 *d.* - - -	23 –	5,020	6 „
	1855	9 *s.* 2 *d.* - - -	20 –	6,000	6 „
	1856	8 *s.* 4 *d.* - - -	20 6	6,000	6 „
	1857	7 *s.* 11 *d.* - - -	17 11	9,000	6 „
	1858	7 *s.* 11 *d.* - - -	18 5	9,000	8 „
	1859	7 *s.* 6 *d.* - - -	17 10	9,000	8 „
	1860	6 *s.* 8 *d.* - - -	17 5	9,000	8 „
	1861	6 *s.* 8 *d.* - - -	17 3	9,000	8 „
	1862	6 *s.* 3 *d.* - - -	16 10	9,000	8 „
	1863	6 *s.* 3 *d.* - - -	16 6	9,000	6 „

20 September 1864.

Thomas Gilcriest, Secretary.

SOUTH SHIELDS GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
South Shields Gas Act, 1857 - -	1857	4 *s.* - - - - -	6 2	20,000	9 per cent.
	1858	4 *s.* - - - - -	6 2	20,000	9 „
	1859	4 *s.* - - - - -	6 2	20,000	9 „
	1860	4 *s.* - - - - -	6 2	20,000	9 „
	1861	4 *s.* - - - - -	6 2	20,000	9 „
	1862	4 *s.* - - - - -	6 2	20,000	9 „
	1863	3 *s.* 8 *d.*, with a discount of 10 per cent. to consumers burning 100,000 feet per quarter.	6 2	20,000	9 „

27 August 1864.

J. Nelson, Secretary.

SOWERBY BRIDGE GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
Under a Deed of Settlement	1850	5 *s.*, with a discount to large consumers.	7 –	7,428	6 per cent.
	1851	- - ditto - - -	7 –	7,428	6 ,,
	1852	4 *s.* 2 *d.*, with a discount to large consumers.	7 –	7,428	6 ,,
	1853	- - ditto - - -	7 –	7,428	6 ,,
	1854	- - ditto - - -	7 5	7,428	6 ,,
	1855	- - ditto - - -	8 2	7,428	6 ,,
	1856	- - ditto - - -	7 2	7,428	6 ,,
	1857	- - ditto - - -	7 5	8,912	6 ,,
Registered under the Public Companies Act	1858	- - ditto - - -	7 2	8,912	6 ,,
	1859	- - ditto - - -	6 5	8,912	6 ,,
	1860	- - ditto - - -	6 7½	8,912	7½ ,,
Sowerby Bridge Gas Act, dated June 1861	1861	- - ditto - - -	7 4	11,464	Sold to the Local Board.
	1862	- - ditto - - -	9 –	36,562	
	1863	- - ditto - - -	8 4	36,562	

Company dissolved. Premises, &c. sold to the Sowerby Bridge Local Board of Health, 1st July 1861.

8 September 1864. *Henry A. Norris*, Chairman.

STAFFORD GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£. *s.* *d.*	
Special Act, 1846; Companies Clauses, 1845; Lands Clauses, 1845. Special Act, 1854; Companies Clauses, 1854; Lands Clauses, 1845; and Gas Works Clauses, 1847	1850	7 *s.* 6 *d.* - - -	10 6	11,122 11 8	7½ per cent.
	1851	6 *s.* - - -	10 6	11,301 10 10	7½ ,,
	1852	6 *s.* - - -	10 6	13,126 7 6	7½ ,,
	1853	6 *s.* - - -	10 6	13,816 7 6	7½ ,,
	1854	5 *s.* 6 *d.* and 5 *s.* -	10 6	17,113 6 8	7½ ,,
	1855	- ditto - - -	10 6	21,173 6 8	7½ ,,
	1856	- ditto - - -	9 8	21,333 6 8	5½ ,,
	1857	- ditto - - -	9 8	21,333 6 8	6½ ,,
	1858	- ditto - - -	9 8	21,333 6 8	6½ ,,
	1859	- ditto - - -	9 8	21,333 6 8	6½ ,,
	1860	- ditto - - -	9 8	21,333 6 8	6½ ,,
	1861	5 *s.* - - -	9 8	21,333 6 8	6¾ ,,
	1862	5 *s.* - - -	9 6	21,333 6 8	7 ,,
	1863	5 *s.* - - -	9 6	21,333 6 8	7½ ,,

STALYBRIDGE GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
5 Vict. c. 7; and 18 Vict. c. 8	1850	3 *s.* 10¼ *d.* to 5 *s.* 6 *d.*	14 6	15,000	10 per cent.
	1851	3 *s.* 6 *d.* to 5 *s.* - -	14 1	15,000	
	1852	- ditto - - -	13 8	16,250	
	1853	3 *s.* 2 *d.* to 4 *s.* 6 *d.* -	13 6	17,500	
	1854	- ditto - - -	18 10	20,000	
	1855	- ditto - - -	18 10	25,000	10 p' cent. on 20,000*l.*, and 8 per cent. on remainder of fixed capital.
	1856	- ditto - - -	21 –	27,500	
	1857	- ditto - - -	17 7	30,000	
	1858	- ditto - - -	18 5	35,000	
	1859	- ditto - - -	16 9	35,000	
	1860	- ditto - - -	16 2	37,500	
	1861	- ditto - - -	15 5	40,000	
	1862	- ditto - - -	15 2	47,500	
	1863	- ditto - - -	15 2	52,000	

20 October 1864. *George Taylor*, Clerk.

STOCKPORT BOROUGH GAS WORKS.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
1 Vict. c. 129 - -	1850	6 *s.* - - - -	13 6	41,700	5 per cent. interest on capital. Any surplus over and above that rate is paid to the Town Council, for improvements, or in reduction of the mortgage debt.
	1851	5 *s.* - - - -	13 6	41,700	
	1852	5 *s.* - - - -	13 6	41,700	
	1853	5 *s.* - - - -	13 6	47,295	
	1854	5 *s.* - - - -	12 6	48,830	
	1855	5 *s.* - - - -	12 6	50,051	
	1856	5 *s.* - - - -	12 6	53,135	
	1857	5 *s.* - - - -	12 6	56,992	
	1858	5 *s.* - - - -	16 10	58,850	
	1859	5 *s.* - - - -	16 10	61,758	
	1860	4 *s.* 6 *d.* - - -	16 10	62,734	
	1861	4 *s.* 6 *d.* - - -	16 10	58,592	
	1862	4 *s.* 6 *d.* - - -	17 6	55,987	
	1863	4 *s.* 6 *d.* - - -	17 6	57,033	

12 October 1864. *Robert Holt*, Borough Treasurer.

STOKE FENTON AND LONGTON GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
21 Vict. c. 40, 1858 -	1850	5 *s.* - - - -	9 8	- -	5½ per cent.
	1851	5 *s.* - - - -	9 8	A current account kept, but not in an aggregate form -	7 „
	1852	5 *s.* - - - -	9 4		7 „
	1853	5 *s.* - - - -	9 4		8 „
	1854	5 *s.* - - - -	9 –		9 „
	1855	5 *s.* - - - -	9 –		6 „
	1856	5 *s.* - - - -	9 6	- -	8 „
	1857	4 *s.* 6 *d.* - - -	9 6	18,679	10 „
	1858	4 *s.* 6 *d.* - - -	9 6	20,592	7 „
	1859	4 *s.* 6 *d.* - - -	8 7	21,905	7 „
	1860	4 *s.* 6 *d.* - - -	8 6	23,240	6 „
	1861	4 *s.* 6 *d.* - - -	9 2	25,328	8 „
	1862	4 *s.* 6 *d.* - - -	8 6	26,978	8 „
	1863	4 *s.* 3 *d.* - - -	8 6	28,000	8½ „

15 September 1864. *Alfred Young*, Secretary.

STRATFORD-UPON-AVON GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
Incorporated, 27 July 1857, by 20 & 21 Vict. c. 67 - -	1850	8 *s.* 4 *d.* - - -	14 –	3,750	7½ per cent.
	1851	8 *s.* 4 *d.* - - -	14 –	3,750	7½ „
	1852	7 *s.* 6 *d.* - - -	14 6	3,750	7½ „
	1853	7 *s.* 6 *d.* - - -	14 9	3,750	7½ „
	1854	7 *s.* 6 *d.* - - -	15 –	3,750	7½ „
	1855	7 *s.* 6 *d.* - - -	15 –	3,750	7½ „
	1856	7 *s.* 6 *d.* - - -	14 3	3,750	7½ „
	1857	5 *s.* 6 *d.* - - -	14 6	3,750	7½ „
	1858	5 *s.* 6 *d.* - - -	14 3	3,750	7½ „
	1859	5 *s.* 6 *d.* - - -	14 9	3,750	8 „
	1860	5 *s.* 6 *d.* - - -	14 9	5,200	8 and 5½ per cent.
	1861	5 *s.* 6 *d.* - - -	14 –	6,750	9 and 5½ „
	1862	5 *s.* 6 *d.* - - -	14 9	6,750	9 and 5½ „
	1863	5 *s.* - - - -	15 3	6,750	10 and 5½ „

Henry Cranmer, Secretary.

SUNDERLAND GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
			s. *d.*	£.		
9 & 10 Vict. c. 37 - -	1850	3 *s.* - - - -	3 7	39,560	—	Established as a competing Company in 1846. No dividend paid until 1851.
	1851	3 *s.* - - - -	4 –	39,910	2½ per cent.	
	1852	3 *s.* - - - -	4 –	41,556	3 „	
9 & 10 Vict. c. 37; 16 & 17 Vict. c. 3 -	1853	3 *s.* - - - -	5 –	42,535	5 „	
	1854	3 *s.* - - - -	5 2	51,270	6 „	
	1855	3 *s.* 9 *d.* - - - -	6 8	82,090	7 „	Amalgamation of the two competing Companies.
	1856	3 *s.* 9 *d.* - - - -	6 8	82,090	7½ „	
	1857	3 *s.* 9 *d.* to 3 *s.* - -	6 8	87,115	7½ „	
	1858	3 *s.* 9 *d.* to 3 *s.* - -	6 8	95,130	7½ „	
20 & 21 Vict. c. 7 - -	1859	3 *s.* 9 *d.* to 3 *s.* - -	6 8	94,700	7½ „	
	1860	3 *s.* 9 *d.* to 3 *s.* - -	6 –	98,600	7½ „	
	1861	3 *s.* 9 *d.* to 3 *s.* - -	6 –	98,600	8 „	
	1862	3 *s.* 9 *d.* to 3 *s.* - -	6 4	108,600	8 „	
	1863	3 *s.* 9 *d.* to 3 *s.* - -	6 6	113,600	8 „	

In addition to the subscribed capital, the premiums on 4,000 new shares sold by auction, as required by 20 & 21 Vict. c. 7, on which dividends are not allowed to be paid, amounts to 10,818 *l.*

26 September 1864. *John H. Cox*, Secretary.

SWANSEA GAS-LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
11 Geo. 4, c. 17, 1830 - -	1847 to 1850	6 *s.* - - - -	10 –	9,000	About 4¾ per cent.
	1851 to 1861	5 *s.* - - - -	11 3	9,000	10 per cent. and 7½ per cent.
1861 - -	1862 to 1864	4 *s.* - - - -	11 *s.* 3 *d.* to 47 *s.* 6 *d.* for Boghead.	41,500	10 per cent. and 7½ per cent.

TORQUAY GAS COMPANY.

Acts of Parliament under which Established.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
		s. *d.*	£.	
17 & 18 Vict. c. 197, and 23 & 24 Vict. c. 75.	5 *s.* 6 *d.* to Sept. 1862 and 5 *s.* from thence -	To Lady-day 1861 - 19 11	25,000	8 per cent. to Lady-day 1861.
		Ditto - 1862 - 17 6		12 „ „ 1862, (being 10 per cent. for that year, and 2 per cent. for preceding year);
		Ditto - 1863 - 17 3		And 10 per cent. for the succeeding years.
		Ditto - 1864 - 16 6		

John Kitson, Secretary.

WARRINGTON GAS-LIGHT AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			Average of coal and cannel:	£.	
10 & 11 Vict. c. 24, 1847	1850-52 -	4 *s.* 6 *d.* to 6 *s.* 3 *d.* -	1850 to 1856, 7 *s.* 9 *d.* - -	29,700	8½ to 10 per cent.
	1853-56 -	4 *s.* 6 *d.* to 5 *s.* - -			
	1857-62 -	4 *s.* to 4 *s.* 6 *d.* - -	1857-58, 12 *s.* 4 *d.* - -		
	1863 - -	3 *s.* 7 *d.* to 4 *s.* 6 *d.* -	1859 to 1863, 10 *s.* 9 *d.* - -		

James Paterson, Secretary.

WARWICK GAS-LIGHT AND COKE COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£.	
3 Geo. 4, c. 29 - -	1850 -	7 *s.* - - - - -	15 6	15,000	6 per cent.
	1851 - &c.	7 *s.* - - - - -	15 –	15,000	6 „

WELLINGTON GAS AND COKE COMPANY.

This Company is not established under any Act of Parliament, but by a Deed of Corporation; it is, therefore, presumed the Return required in the Circular of August 16th does not apply to it.

18 August 1864. *Henry G. Crowe*, Secretary and Manager.

WEST KENT GAS WORKS.

The West Kent Gas Works are my private property, hence I am of opinion the Order does not apply to me. I am about to dispose of my property to a joint stock company, and when the West Kent Gas Company is in operation, the required information will be promptly supplied.

17 January 1865. *J. Stevens.*

WESTON-SUPER-MARE GAS-LIGHT COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
				£. *s.*	
18 & 19 Vict. c. 81, "Weston-super-Mare Gas-Light Act, 1855;" and 24 & 25 Vict. c. 116, "Weston-super-Mare Gas-Light Act, 1861" -	1850	7 *s.* 6 *d.* - - -	- -	2,500 –	5 per cent.
	1851	- - - -	- -	- -	5 „
	1852	6 *s.* 6 *d.* - - -	- -	- -	5 „
	1853	- - - -	- -	3,100 –	5 „
	1854	- - - -	- -	- -	5 „
	1855	- - - -	From 10 *s.* to 11 *s.* on an average.	3,400 –	5 „
	1856	- - - -		7,380 –	5 „
	1857	Average, 5 *s.* 9 *d.* -		7,680 –	6 „
	1858	- - - -		8,000 –	—
	1859	- - - -	- -	- -	6½ per cent.
	1860	- - - -	- -	- -	7½ „
	1861	- - - -	- -	- -	7½ „
	1862	Average, 5 *s.* 4 *d.* -	- -	9,867 10	7½ „
	1863	- - - -	- -	9,892 10	7½ „

The above is the actual amount paid up in respect of shares, and in addition 2,000 *l.* has been borrowed at 5 *l.* per cent. per annum interest.

19 August 1864. *Henry Davies*, Secretary.

WILLENHALL GAS COMPANY.

Act of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*	£. *s.*	
20 & 21 Vict. s. 2, 1857	1850	7 *s.* - - - -	7 –	4,040 –	7½ per cent.
	1851	6 *s.* 8 *d.* - - - -	7 –	4,180 –	10 „
	1852	6 *s.* 8 *d.* - - - -	8 –	4,180 –	10 „
	1853	6 *s.* 8 *d.* - - - -	8 –	4,180 –	10 „
	1854	6 *s.* 8 *d.* - - - -	10 6	4,180 –	10 „
	1855	6 *s.* 8 *d.* - - - -	12 –	4,690 –	5 „
	1856	5 *s.* 6 *d.* - - - -	11 6	4,690 –	5 „
	1857	5 *s.* 6 *d.* - - - -	11 –	7,954 –	6 „
	1858	5 *s.* - - - -	11 6	8,491 10	7½ „
	1859	5 *s.* - - - -	11 6	8,491 10	7½ „
	1860	5 *s.* - - - -	11 6	10,404 –	8½ „
	1861	5 *s.* - - - -	11 6	10,404 –	8½ „
	1862	4 *s.* 6 *d.* - - - -	11 –	10,404 –	8½ „
	1863	4 *s.* 6 *d.* - - - -	11 –	10,404 –	8½ „

8 November 1864. *John Greader*, Secretary.

WINDERMERE DISTRICT GAS COMPANY.

Act of Parliament under which Established.	Year.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied.	Price of Coals per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend.	REMARKS.
				£.		
The Windermere District Gas Act, 1862.	1863	7 *s.*, less 5 per cent. if paid within a month.	Coal, 16 *s.*; cannel, 22 *s.*	10,000	5 per cent. -	The Company only commenced making gas in May 1863, so that this return only includes a period of eight months.

Mat. J. Parsons, Pro Secretary.

WOLVERHAMPTON GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
				£.	
June 1820, May 1847, and 3 May 1852 -	1850	4 *s.*, 4 *s.* 6 *d.*, 4 *s.* 9 *d.*, and 5 *s.* -	10 *s.* - - -	54,480	7½ per cent.
	1851	- ditto - ditto - -	10 *s.* - - -	54,480	7½ „
	1852	- ditto - ditto - -	10 *s.* to 13 *s.* - -	60,040	9 „
	1853	- ditto - ditto - -	10 *s.* 6 *d.* to 14 *s.* -	62,264	9 „
	1854	3 *s.* 9 *d.*, 4 *s.* 6 *d.*, 4 *s.* 9 *d.*, and 5 *s.*	13 *s.* 6 *d.* to 15 *s.* 9 *d.*	65,600	9 „
	1855	- ditto - ditto - -	11 *s.* 3 *d.* to 15 *s.* 3 *d.*	72,272	9 „
	1856	- ditto - ditto - -	11 *s.* 6 *d.* to 14 *s.* -	76,720	9½ „
	1857	3 *s.* 6 *d.*, 3 *s.* 9 *d.*, 4 *s.* 3 *d.*, 4 *s.* 6 *d.*, and 4 *s.* 9 *d.*	11 *s.* to 12 *s.* 6 *d.* -	78,944	10 „
	1858	3 *s.*, 3 *s.* 6 *d.*, 4 *s.* 3 *d.*, 4 *s.* 6 *d.*, and 4 *s.* 9 *d.*	10 *s.* 6 *d.* to 12 *s.* -	81,168	10 „
	1859	3 *s.*, 3 *s.* 3 *d.*, 4 *s.*, 4 *s.* 3 *d.*, and 4 *s.* 6 *d.*	10 *s.* 6 *d.* to 11 *s.* 9 *d.*	81,168	10 „
	1860	3 *s.*, 3 *s.* 3 *d.*, 3 *s.* 9 *d.*, 4 *s.*, and 4 *s.* 2 *d.*	10 *s.* to 13 *s.* - -	81,168	10 „
	1861	3 *s.*, 3 *s.* 6 *d.*, and 3 *s.* 9 *d.* -	10 *s.* 3 *d.* to 11 *s.* 1 *d.*	81,168	10 „
	1862	- ditto - ditto - -	10 *s.* 3 *d.* to 11 *s.* -	81,168	10 „
	1863	2 *s.* 9 *d.* and 3 *s.* 4 *d.* - -	10 *s.* to 16 *s.* 2 *d.* -	81,168	10 „

11 January 1865. *James Horner*, Secretary.

WORCESTER GAS COMPANY.

Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.
			s. *d.*		
9 & 10 Vict. c. 217; 11 Vict. c. 15 -	1850	6 *s.* - - - -	16 6	- - -	8 per cent.
	1851	6 *s.* - - - -	16 6	- - -	8 „
	1852	6 *s.* - - - -	16 6	- - -	8 „
	1853	6 *s.* - - - -	16 6	- - -	7½ „
	1854	6 *s.* - - - -	16 5½	- - -	6 „
	1855	6 *s.* - - - -	15 4	- - -	6 „
	1856	6 *s.* - - - -	14 11	25,000 *l.* authorised	7 „
	1857	6 *s.* - - - -	13 10½	24,000 *l.* called up	7 „
	1858	5 *s.* 6 *d.* - - - -	13 7¾	- - -	7 „
	1859	5 *s.* 6 *d.* - - - -	13 1¼	- - -	7 „
	1860	5 *s.* 6 *d.* - - - -	13 7¾	- - -	7 „
	1861	5 *s.* - - - -	12 11	- - -	7 „
	1862	5 *s.* - - - -	12 6	- - -	9 „
	1863	4 *s.* 6 *d.* - - - -	12 8¾	- - -	10 „

22 August 1864.

Fred. N. Gosling, Secretary.

GREAT YARMOUTH GAS COMPANY.

Acts of Parliament under which Established.	Year.	Rate per 1,000 Cubic Feet at which the Gas has been Supplied.	Price of Coals, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend.
			s. *d.*	£.	
"The Yarmouth Gas Act, 1863;" with which are incorporated "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Gasworks Clauses Act, 1847," and "The Lands Clauses Consolidation Act Amendment Act, 1860"	1863	4 *s.* 9 *d.* - - -	13 -	30,000	8½ per cent.

20 September 1864.

Wm. H. Willis, Secretary.

RETURN of Gas Companies in the United Kingdom, stating the Acts of Parliament under which Established; Rates per 1,000 Cubic Feet at which Gas has been Supplied in each of the Years 1850 to 1863; Price of Coals in each Year; Amount of Fixed Capital Invested; and Rate per Cent. of Dividend.

(*Mr. Moor.*)

Ordered, by The House of Commons, *to be Printed,*
17 *February* 1865.

RETURN to an Order of the Honourable The House of Commons, dated 12 May 1865;—*for*,

COPY "of MEMORANDUM by the Inspector General of IMPORTS and EXPORTS as to the Method adopted for ascertaining the Real Value of the IMPORTS into the UNITED KINGDOM issued by the Statistical Department of the Board of Trade in 1864."

Office of the Inspector General of Imports and Exports, Custom House, London, 18 May 1865.

JOHN A. MESSENGER.

MEMORANDUM by the Inspector General of Imports and Exports as to the Method adopted for ascertaining the Real Value of the IMPORTS into the UNITED KINGDOM.

(Issued by the Statistical Department of the Board of Trade in April 1864.)

THE real value of the imports into the United Kingdom, as shown in the Statistical Accounts published under the authority of the Government, is ascertained as follows:—

1. In the case of certain articles,—of those, namely, in regard to which the Tariff prescribes that their value (either with or without a specification of quantity) shall be stated in the entry inwards at the Custom House,—it rests on the declaration of the Importers.

If the officer of Customs to whom such declaration of value is tendered should see reason to question its correctness, he is entitled to require further evidence on the point, or he may satisfy his doubts by an examination of the goods.

The articles of which the value is ascertained by this method, however, are but few compared with the whole number of those included in the Statistical Registry,—and they are generally of minor importance.

2. In the case of the more numerous and more considerable articles which are entered at the Custom House by quantity alone,—the value exhibited in the Statistical Record is obtained by means of a process of computation which combines the quantity with the average prices of the several commodities.

The average prices thus employed are supplied to the Inspector General of Imports and Exports in part by some of the leading merchants and brokers of the City of London, who willingly aid an operation so obviously serviceable to the public,—in part by three gentlemen—who have special facilities for watching the course of the markets, and who receive a fixed remuneration from the Treasury for collecting such prices in the ports of London, Liverpool and Hull respectively.

In striking the average price for each article, regard is had to the specific distinctions under which it is exhibited in the Tariff,—these distinctions being of necessity observed also in the Statistical Registry,—and not being in every instance identical with those which are commonly recognised in mercantile transactions.

As the same article, in many cases, varies widely in its market value, according to the country of which it is the produce, separate prices, applicable to the importations from the different countries, are in such cases required.

The rules which are required to be kept in view in fixing the average prices will appear more distinctly on reference to the annexed copy of an Explanatory Note which was addressed to the merchants and brokers from whom assistance was sought at the time when the registry of real value was first established.

When

When the prices obtained from different sources are found to disagree,—such disagreement, unless it be referable to some known cause, is made the subject of a careful investigation, before the average is finally adjusted.

The average price of an article being fixed for a particular month for the ports of London and Liverpool separately,—and, in the case of certain descriptions of merchandise, for the port of Hull also,—the quantity imported into each of the ports is computed at the price belonging to it, and the mean value thus ascertained of the importations into the two or the three ports, is adopted as the general rate of valuation for the importations into the kingdom at large.

The value attached to the importations of each article for the entire year is the sum of the values affixed to the importations of each successive month.

The manner in which the operation is effected is shown in the annexed Table.

(signed) *John A. Messenger.*

TABLE showing the Manner in which the REAL VALUE of IMPORTS is computed in the Office of the Inspector General of Imports and Exports.

YELLOW MUSCOVADO and BROWN CLAYED SUGAR imported from *Bengal* in 1861.

MONTHS.	Imported into London.			Imported into Liverpool.			Imported into London and Liverpool Jointly.		Average Price of the Imports into London and Liverpool adopted for the United Kingdom.	Quantities Imported into the United Kingdom.	Computed Real Value.
	Rate per Cwt.	Quantity.	Value.	Rate per Cwt.	Quantity.	Value.					
	s. *d.*	*Thousnd. cwt.*	*s.*	*s.* *d.*	*Thousnd. cwt.*	*s.*	*Thousnd. cwt.*	*s.*	*s.* *d.*	*Cwt. qrs. lbs.*	£.
January	27 2	–	–	27 8	8	221	8	221	27 8	8,097 0 24	11,201
February	27 2	5	136	27 6	3	82	8	218	27 3	8,386 1 4	11,426
March	27 8	2	55	27 –	4	108	6	163	27 2	6,133 2 10	8,357
April	28 2	4	113	27 –	6	162	10	275	27 6	9,565 2 15	13,153
May	29 8	10	297	26 3	11	289	21	586	27 11	20,986 0 20	29,293
June	29 8	1	30	25 9	4	103	5	133	26 6	4,568 2 9	6,053
July	30 2	4	121	25 9	–	–	4	121	30 2	3,982 2 15	6,007
August	30 2	11	332	25 9	18	463	29	795	27 5	28,476 1 3	39,036
September	30 8	17	521	26 –	16	416	33	937	28 4	33,002 0 5	46,753
October	31 2	26	810	26 –	21	546	47	1,356	28 10	46,559 2 26	67,124
November	30 8	38	1,165	25 6	7	179	45	1,344	29 10	45,466 0 1	67,820
December	29 8	47	1,394	25 –	20	500	67	1,894	28 3	66,342 0 12	93,708
										281,566 1 4	399,931

Average Price of the Year, 28 *s.* 5 *d.* per cwt.

LINSEED Imported from the *Russian* Ports on the *Black Sea* in 1861.

MONTHS.	Imported into London.			Imported into Hull.			Imported into London and Hull Jointly.		Average Price of the Imports into London and Hull, adopted for the United Kingdom.	Quantities Imported into the United Kingdom.	Computed Real Value.
	Rate per Quarter.	Quantity.	Value.	Rate per Quarter.	Quantity.	Value.					
	s. *d.*	*Thousand quarters.*	*s.* *d.*	*s.* *d.*	*Thousand quarters.*	*s.* *d.*	*Thousand quarters.*	*s.* *d.*	*s.* *d.*	*Quarters.*	£.
January	56 –	–	–	55 –	–	–	–	–	55 6	6,629	18,395
February	50 –	2	100 –	50 –	17	850 –	19	950 –	50 –	21,563	53,907
March	51 –	–	–	47 6	31	1,472 6	31	1,472 6	47 6	56,061	133,145
April	50 6	1	50 6	47 6	19	902 6	20	953 –	47 6	29,324	69,645
May	51 6	2	103 –	47 6	2	95 –	4	198 –	49 6	6,880	17,028
June	51 6	–	–	47 6	1	47 6	1	47 6	47 6	1,526	3,624
July	52 9	–	–	47 6	–	–	–	–	50 1	3,576	8,940
August	55 8	–	–	50 –	6	300 –	6	300 –	50 –	10,059	25,148
September	57 6	2	115 –	52 6	13	682 6	15	797 6	53 2	29,449	78,040
October	59 6	5	297 6	55 –	21	1,155 –	26	1,452 6	55 10	36,048	100,634
November	60 6	2	121 –	55 –	14	770 –	16	891 –	55 8	35,897	99,913
December	61 –	20	1,220 –	55 –	20	1,100 –	40	2,320 –	58 –	54,490	158,021
										291,502	766,440

Average Price of the Year, 52 *s.* 7 *d.* per Quarter.

EXPLANATORY NOTE referring to a CLASSIFIED "LIST of ARTICLES imported into the UNITED KINGDOM for which RATES of VALUATION are desired."

[Addressed to Merchants and Brokers from whom periodical Returns of Average Prices were requested.]

THE object for which it is sought to attach Rates of Valuation to the various commodities enumerated in this list, is the ascertainment (as nearly as possible) of the true money equivalent of our imports, considered both collectively and in the detail of individual articles, and with reference as well to the trade carried on with particular countries and colonies as to the general commerce of the kingdom with all parts of the world.

The rates, when obtained, are to be applied to the quantities of the several commodities as they appear in the records kept by the Inspector General of Imports and Exports, which records, being founded upon the entries passed by the merchants at the Custom House, exhibit the articles imported from all countries under those designations and distinctions, and those alone, which are recognized in the Customs tariff.

Hence, estimates of value adapted to a different specification of the same articles, to varieties of fabric or degrees of quality of which the Customs tariff takes no cognizance, would not be available for the purpose which this inquiry has in view.

On the other hand, it is important that any well-defined differences in the price of a commodity affecting the whole produce of *particular countries* should be noted, since a neglect of such differences would lead to a false representation of the comparative value of the trade carried on with those countries respectively.

What is required, therefore, is in general a single rate of valuation, but in particular instances more than one rate, corresponding as nearly as possible with the average market price of the article in the United Kingdom during a given period for each description of merchandise included in the accompanying list;—a *single* rate wherever the same average price may be deemed fairly applicable to the importations from all countries alike;—*separate* rates for the importations from different countries where the nature of the case requires that they should be so discriminated.

The distinctions which are conceived to be necessary in regard to the produce of particular countries are indicated in the list under the heads to which they belong, but a practical knowledge of the various commodities will probably suggest other distinctions of the same kind as necessary to be introduced, and point out some of those which are inserted as unnecessary to be retained.

The articles have been distributed into classes with the view of facilitating the process by which values are to be affixed to them. The division is of course an arbitrary one, and where it seemed that an article might almost indifferently be assigned to either of two classes it is inserted in both.

(signed) *John A. Messenger.*

Office of the Inspector General of Imports and Exports,
30 December 1854.

IMPORTS AND EXPORTS.

COPY of MEMORANDUM by the Inspector General of IMPORTS and EXPORTS as to the Method adopted for ascertaining the Real Value of the IMPORTS into the UNITED KINGDOM issued by the Statistical Department of the Board of Trade in 1864.

(*Sir FitzRoy Kelly.*)

Ordered, by The House of Commons, *to be Printed,*
23 *May* 1865.

Under 1 *oz.*

MALT.

RETURN to an Order of the Honourable The House of Commons, dated 20 February 1865;—*for*,

A RETURN "of the Quantity of MALT used in the Brewing of BEER in *England*, *Scotland*, and *Ireland* respectively, in 1861, 1862, 1863, and 1864."

Years ended 31st December	Quantity of Malt used in the Brewing of Beer for Sale, in		
	England.	Scotland.	Ireland.
	Bushels.	*Bushels.*	*Bushels.*
1861 - - -	34,942,918	1,541,138	2,867,354
1862 - - -	35,424,061	1,635,777	2,336,379
1863 - - -	37,453,842	1,838,257	2,412,710
1864 - - -	40,099,857	2,021,424	2,597,095

Inland Revenue Office,
25 February 1865.

W. M. Moxon,
Chief Accountant for Excise.

MALT.

RETURN of the quantity of MALT used in the Brewing of BEER, in *England*, *Scotland* and *Ireland* respectively in 1861, 1862, 1863 and 1864.

(*Sir FitzRoy Kelly.*)

Ordered, by The House of Commons, *to be Printed*,
1 *March* 1865.

MALT AND BARLEY.

RETURN to an Order of the Honourable The House of Commons, dated 17 February 1865;—*for*,

RETURNS "of the Number of Bushels of MALT charged with DUTY, and the AMOUNT of DUTY charged in the Years 1863 and 1864 in *England*, *Scotland*, and *Ireland*, respectively:"

"And, of the Quantity of BARLEY Imported into the UNITED KINGDOM in the Years 1863 and 1864."

RETURN of the Number of Bushels of MALT charged with DUTY in the Years 1863 and 1864 in *England*, *Scotland*, and *Ireland* respectively.

	Year ended 31 December 1863.		Year ended 31 December 1864.	
	Bushels of Malt charged with Duty.	Amount of Duty Charged.	Bushels of Malt charged with Duty.	Amount of Duty Charged.
		£. s. d.		£. s. d.
ENGLAND - -	42,087,482	5,708,114 6 1¾	43,975,530	5,964,180 13 1¾
SCOTLAND - -	1,947,414	262,828 10 10	2,017,242	272,292 11 5¼
IRELAND - - -	2,234,947	302,784 16 8¼	2,551,350	345,889 2 10½

Inland Revenue Office,
24 February 1865.

W. M. Mòxon,
Chief Accountant for Excise.

RETURN of the Quantity of BARLEY Imported into the UNITED KINGDOM in the Years 1863 and 1864.

	Quantities of Barley Imported into the United Kingdom.
	Quarters.
Year 1863 - - - - - - - - -	2,067,388
„ 1864 - - - - - - - - -	1,377,981

Office of the Inspector General of Imports and Exports,
Custom House, London, 22 February 1865.

John A. Messenger.

MALT AND BARLEY.

RETURNS of the Number of Bushels of MALT charged with DUTY, and the AMOUNT of DUTY charged in the Years 1863 and 1864, in *England*, *Scotland* and *Ireland* respectively; and, of the Quantity of Barley Imported into the UNITED KINGDOM in the Years 1863 and 1864.

(*Sir FitzRoy Kelly.*)

Ordered, by The House of Commons, *to be Printed*,
1 *March* 1865.

RETURN to an Order of the Honourable The House of Commons, dated 2 March 1865 ;—*for*,

RETURNS "of the Number of MALT HOUSES entered to make MALT to be used in FEEDING ANIMALS, and of the Quantity of MIXED MALT sent out from such HOUSES under the Operation of the Act 27 & 28 Vict. c. 9, s. 7:"

"And, of the Number of such HOUSES Commenced or Discontinued in each Month."

RETURN of the Number of MALT HOUSES entered to make MALT to be used in FEEDING ANIMALS, and of the Quantity of MIXED MALT sent out from such MALT HOUSES under the Operation of the Act 27 & 28 Vict. c. 9, s. 7: Also, the Number of such MALT HOUSES, which Commenced or Discontinued Working in each Month since the passing of the Act.

Number of Malt Houses entered.	Number of Bushels of Malt made in such Houses.	Number of Bushels of Mixed Malt sent out.
28	52,464	39,983

Number of MALT HOUSES Commenced or Discontinued each Month.

	1864.							1865.		
	June.	July.	August.	September.	October.	November.	December.	January.	February.	TOTAL.
Opened in - -	1	2	1	4	6	6	4	4	–	28
Closed in - -	–	–	–	3	–	1	2	5	–	11

Inland Revenue,
28 February 1865.

William Corbett,
Secretary.

MALT HOUSES, &c.

RETURN of the Number of MALT HOUSES entered to make MALT to be used in FEEDING ANIMALS, and of the Quantity of MIXED MALT sent out from such HOUSES, under the Operation of the Act 27 & 28 Vict. c. 9, s. 7; and, of the Number of such HOUSES Commenced or Discontinued in each Month.

(*Mr. Peel.*)

Ordered, by The House of Commons, *to be Printed,*
2 *March* 1865.

PRELIMINARY ABSTRACT REPORT

OF

EXPERIMENTS UNDERTAKEN BY ORDER OF THE BOARD OF TRADE,

TO DETERMINE THE

RELATIVE VALUES OF UNMALTED AND MALTED BARLEY AS FOOD FOR STOCK.

Presented to both Houses of Parliament by command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1865.

[*Price 2d.*]

[3451]

PRELIMINARY ABSTRACT REPORT,

ETC.

SEVENTY quarters of barley, of fair, but not first-class, malting quality, were purchased. Half was reserved to be consumed in the raw state, and half was malted, and screened, in the usual way. For distinction this lot will be designated No. 1.

Seventy quarters of barley of fair feeding quality were also purchased, half reserved to be consumed in the raw state, and the other half malted &c., as No. 1. This lot will be designated No. 2.

The grain was sampled and submitted to analysis, in the raw state, at different stages of growth, and when completely malted, in order to determine the amount of loss, and of chemical change, during the malting process.

Table 1 shows the quantity of each lot of barley submitted to the malting process, and the quantity and proportion of malt and malt-dust produced in each case, due correction having been made for the quantities removed as samples during the operation.

TABLE 1.

—		Measure.	Weight per Bushel.	Total Weight.	Proportion of Malt to 100 Barley by Measure.	Proportion of Malt and Malt Dust to 100 Barley by Weight.	Proportion of Total Products (malt and dust) to 100 Barley by Weight.
		Bushels.	lbs. oz.	lbs.			
Barley No. 1	Unmalted	280	54 10	15,295	—	—	—
	Malted	290	41 10	12,072	103·6	78·9	81·1
	Malt dust	- -	- -	336	- -	2·2	
Barley No. 2	Unmalted	280	50 10	14,175	—	—	—
	Malted	284	37 4	10,578	101·4	74·6	77·8
	Malt dust	- -	- -	454½	- -	3·2	

PLAN OF THE FEEDING EXPERIMENTS.

In most of the comparative feeding experiments a certain quantity of unmalted barley (with other appropriate food) was given to one lot of animals, and to another similar lot (having the same additional food), instead of the whole, or a part, of the unmalted barley, as much malt and malt-dust as were found to be produced from the quantity of raw barley to be substituted. In other cases, the barley, and the malt (with its dust), were each given, separately, *ad libitum*, and the amount of barley to which the malt and dust that were consumed were equivalent was calculated.

The description and number of animals subjected to experiment, and the duration of each experiment, were as follow :—

20 Cows, in two lots of 10 each—10 weeks.
20 Oxen, in two lots of 10 each—20 weeks.
60 Sheep, in five lots of 12 each—20 weeks.
48 Pigs, in six lots of 8 each—10 weeks.

The following is a brief description of the plan of each set of experiments :—

1.—*The Experiments with Milking Cows.*

Application being made to Mr. James Archibald Campbell, of Rugby, he kindly placed his numerous herd of milking cows at disposal for the purposes of this experiment, and allowed it to be conducted in his byres, at Newlands Farm, near the town.

Two lots of 10 each having been selected, weighed, and placed apart, all received, for a preliminary period of about a fortnight, during which time the milk was daily weighed, exactly the same description and amount of food, consisting of 5 lbs. rape-cake and 2 lbs. bean-meal per head per day, and a mixture of clover-chaff, straw-chaff, and swedes, which averaged, of clover-chaff about 14 lbs., of straw-chaff between 7 and 8 lbs., and of swedes about 50 lbs. per head per day. The swedes were pulped, mixed with the clover and straw-chaff, the mixture slightly heated by fermentation, sprinkled with water, the meal then added, and the allowance given in three feeds daily.

On December 21, 1863, the animals were re-weighed, and some few changes in the allotment made ; the exact experiment was then commenced, and it was continued for 10 weeks, to February 29, 1864. Both lots received the same food as previously, excepting that Lot 1 had 3 lbs. of rape-cake, per head per day, replaced by 3 lbs. of barley No. 1 ; and Lot 2 had 3 lbs. of cake replaced by the amount of malt and malt-dust produced from 3 lbs. of barley No. 1.

The milk of each cow was weighed morning and afternoon; and the animals were weighed at the end of the fourth, eighth, and tenth weeks.

2. *The Experiments with Oxen.*

Twenty-two 3-year old polled Scots were purchased, and for about a fortnight the whole were turned out to graze during the day, and brought into the yards at night and supplied with clover-chaff and swedes, *ad libitum*. They were then, on November 28, all weighed, two were thrown out, and the remainder divided into two lots of 10 each, by selecting two as nearly alike as possible, putting one into each lot, and so on until the whole 20 were divided. The two lots were then put, two and two, into separate compartments (each communicating with an open yard) of a shed in which the experiment was to be conducted, and they were all fed for a few days longer on clover-chaff and Swedes, *ad libitum*.

On December 1, 1863, the animals were re-weighed, and the exact experiment was commenced, and it was continued for 20 weeks, to April 19, 1864. During the whole of this period Lot 1 had 4 lbs. of barley No. 2 per head per day, and Lot 2 the amount of malt and malt-dust produced from 4 lbs. of barley No. 2. The barley and malt were crushed. Both lots had besides, during the first four weeks 8lbs. of clover-chaff, during the second four weeks 10 lbs. of clover-chaff, during the next eight weeks 2 lbs. of oilcake and 12 lbs. of clover-chaff, and during the last four weeks 4 lbs. of oilcake and 12 lbs. of clover-chaff, per head per day ; also cut swedes, *ad libitum* (but weighed), throughout the whole 20 weeks. The oxen themselves were weighed every four weeks.

3. *The Experiments with Sheep.*

From a flock of about ninety Down wethers, about 10 months old, five lots of 12 each were selected by picking out five of nearly equal weight and character, allotting one to each pen, and so on until there were 12 in each. Each of the lots was put into a separate compartment, on rafters, under cover. For a preliminary period of about a fortnight all were fed alike on about $\frac{3}{4}$ lb. cotton cake, and $\frac{3}{4}$ lb. clover-chaff, per head per day, with cut swedes, *ad libitum*.

On December 2, 1863, all were re-weighed, and the exact experiment commenced. From that date, for 20 weeks (to April 20, 1864), all had 1 lb. of clover-chaff per head per day, and cut swedes *ad libitum;* and the respective lots had, besides, as their special food, unmalted, and malted barley, as under:—

Lot 1.—Unmalted barley No. 1 ; for 16 weeks $\frac{3}{4}$ lb., and for the remaining four weeks 1 lb., per head per day.

Lot 2.—Malt and malt-dust from barley No. 1 ; for 16 weeks an amount per head per day equal to that produced from $\frac{3}{4}$ lb., and for the remaining four weeks an amount equal to that produced from 1 lb., of the barley.

Lot 3.—Unmalted barley No. 2 ; for 16 weeks $\frac{3}{4}$ lb., and for the remaining four weeks 1 lb., per head per day.

Lot 4.—Malt and malt-dust from barley No. 2 ; for 16 weeks an amount per head per day equal to that produced from $\frac{3}{4}$ lbs., and for the remaining four weeks an amount equal to that produced from 1 lb., of the barley.

Lot 5.—A mixture of two parts unmalted barley No. 2, and of the malt and dust from one part of barley No. 2; for 16 weeks an amount of the mixture per head per day representing $\frac{3}{4}$ lb., and for the remaining four weeks an amount representing 1 lb., of the barley.

Both barley and malt were crushed. The sheep were weighed every four weeks.

4. *The Experiments with Pigs.*

Fifty-two pigs were purchased for the purpose of the experiments, and all were fed for a preliminary period of about a fortnight on a mixture of equal parts barley-meal and bran, given *ad libitum*. They were then weighed, and six lots, of 8 each, were selected, in the same manner as the sheep, and all again fed for a few days on the same mixture of barley-meal and bran.

On December 24, 1863, all were re-weighed and the exact experiment was commenced, and it was continued for 10 weeks, to March 3, 1864. Throughout the whole period all had 1 lb. of pea-meal per head per day, and the respective lots had special food as under:—

Lot 1.—Unmalted barley No. 1, *ad libitum*.

Lot 2.—The malt (with its dust) from barley No. 1, *ad libitum*.

Lot 3.—Unmalted barley No. 1, and the malt (with its dust) from barley No. 1, each separately, *ad libitum*.

Lot 4.—Unmalted barley No. 2, *ad libitum*.

Lot 5.—The malt (with its dust) from barley No. 2, *ad libitum*.

Lot 6.—A mixture of four parts unmalted barley No. 2, with the malt and malt dust from one part of barley No. 2, *ad libitum*.

The barley and the malt were each coarsely ground; the daily allowance of pea meal was mixed with a portion of the other meal; in all cases the food was mixed with water, and so given as needed. The animals were weighed fortnightly.

The Results of the Feeding Experiments.

The results of the feeding experiments are given in Tables II.—VIII. pp. 8–14.

Table II. relates to the cows; Table III. to the oxen; Tables IV. and V. to the sheep; and Tables VI. and VII. to the pigs. The particulars given relating to each are —the total food consumed, the amount consumed per head per day, per 1,000 lbs. (or per 100 lbs.) live weight per week, and to produce 100 lbs. increase (or milk); also, the weight of each animal at the commencement and the conclusion, the total increase in live-weight, the increase per head per week, and per 1,000 lbs. (or per 100 lbs.) live-weight per week; and, in the case of the cows, the total milk, the milk per head per day, and the milk per 1,000 lbs. live-weight per week.

Table VIII., p. 14, summarises the whole, showing, for each lot of animals, cows, oxen, sheep, and pigs, the total amount of increase in live-weight (and milk in the case of the cows), and the food consumed to produce 100 lbs. increase in live-weight (or with cows 100 lbs. of milk).

In all cases where malt was given, the figures in the Tables represent, not the actual weight of malt and malt dust, but the weight of barley from which (according to Table I.) they would be produced.

The 10 barley-fed cows gave, during the 10 weeks, 10 lbs. less increase in live-weight, but 1,067 lbs., or more than 100 gallons, more milk, than the 10 malt-fed cows. The result was that more of every description of food was required to be consumed for the production of 100 lbs. of milk by the malt-fed than by the barley-fed cows. It should be observed, however, that one of the malt-fed cows increased in live-weight considerably, and fell off very much in yield of milk, not giving one-third the average total amount of the rest; and, if she were excluded, the result as to quantity of milk for a given amount of food consumed would be very nearly the same with the malted and the unmalted barley. A mixed sample of the milk of each lot was tested once a week, morning and afternoon, by the lactometer, and that from the barley-fed cows invariably showed the higher proportion of cream.

Both lots of oxen gave more than an average amount of increase, whether reckoned in proportion to a given live-weight within a given time, or to a given amount of food consumed; but the 10 having the unmalted barley gave during the 20 weeks 408 lbs. more increase in live-weight than those having an equivalent amount of the same barley malted. The result was that less of every description of food was required to be consumed to produce a given amount of increase in live-weight by the barley-fed than by the malt-fed oxen.

All five lots of sheep gave about an average amount of increase, reckoned both in relation to a given live-weight within a given time, and to the amount of food consumed. Nor was there much difference in the result obtained with unmalted as compared with malted barley. Such as it was, however, it was upon the whole in favour of the unmalted. In the comparative experiment with unmalted and malted barley No. 1 (Lots 1 and 2) the result was, indeed, slightly in favour of the malted; but in the similar comparative experiment with unmalted and malted barley No. 2 (Lots 3 and 4) the result was in a somewhat greater degree in favour of the unmalted. There was also a larger quantity of food required to produce a given amount of increase in live-weight when a mixture of unmalted and malted barley was given (Lot 5) than in either case with only unmalted barley. With sheep, therefore, as with oxen, there was, upon the whole, less food required to produce a given amount of increase when unmalted than when an equivalent amount of malted barley was given.

The pigs of Lots 1, 3, 4, and 6, which, besides the 1 lb. of pea-meal per head per day given to all, had as their *ad libitum* food either unmalted barley entirely, or only a small proportion of malted barley, gave fully an average amount of increase, both in relation to their weight within a given time, and to the amount of food consumed; but those of Lots 2 and 5, which had as their *ad libitum* food malted barley entirely, gave a defective result in both respects, those of Lot 2, on the malt from the barley No. 1, being the worst. There is no doubt that in these two experiments (2 and 5) the proportion of saccharine matter in the total food was unnaturally large. It was also probably a little too large in experiment 6, in which the *ad libitum* food consisted of four parts unmalted barley and the malt and dust from 1 part of barley; for when, as in experiment 3, the unmalted and malted barley were each given separately, *ad libitum*, although at first the animals took more than one-third from the malted, they fell off very much in their consumption of it, until, averaged over the whole period of the experiment, they had not taken quite one-sixth in the malted state. Even, however, in the cases in which not more than one-fifth or one-sixth of the total *ad libitum* food, or not more than one-sixth or one-seventh of the total food, was in the form of malted barley, more food was required to produce a given amount of increase than where the whole of the *ad libitum* food was unmalted barley.

The general result with the fattening animals is, then, that in only one of the comparative experiments (that with the sheep on barley No. 1, and on the malt from barley No. 1, respectively, Lots 1 and 2) was the increase in live-weight higher, and the amount of food required to yield a given amount of increase lower, with the malt than with the barley; and in that instance the amounts were very nearly the same in the the two cases. In all the other comparative trials, whether with oxen, sheep, or pigs, the advantage was with the unmalted barley; and it was so in a greater degree than it was against it in the single instance quoted.

At the conclusion of the feeding experiments all the fattening animals were killed, and the weights of the carcasses, &c. ascertained. Table IX., p. 15, shows the per cent. of carcass in the unfasted live-weight of each individual of each lot of animals, oxen, sheep, and pigs. The bottom line of the Table shows that the average proportion of dead or carcass weight to live-weight was, in the case of each of the comparative lots, whether of oxen, sheep, or pigs, in favour of the barley-fed animals. The difference is in no case great, but it is always in the same direction. It may be mentioned that the sheep were sold and killed in their wool, and hence the low proportion of carcass in all cases.

The oxen were scarcely ripe enough. The barley-fed animals were the most even in quality, but among the malt-fed ones the beef of some was considered decidedly superior, and that of others decidedly inferior, to that of any of the barley-fed animals.

The sheep were riper, and the differently fed lots showed little or no appreciable difference in quality, so far as could be judged by the eye.

The pigs were not very fat; but those fed on barley were in much better condition, and of much better quality, than those fed on malt; those of Lot 2, on the malt from barley No. 1, being the worst.

It may be mentioned that the results of these new experiments are consistent with those obtained in an official inquiry conducted in 1845–6 by Drs. Thomas and R. D. Thomson, with cows and with oxen, and also with those obtained at Rothamsted, in 1848 and 1849, with sheep.

The general conclusion is, that a given weight of barley is more productive, both of milk (of cows) and of increase in live-weight of fattening animals, than the amount of malt and malt-dust that would be produced from it. There is, besides, the cost of the malting process to be taken into account. There would appear, therefore, to be no advantage in malt over the barley which produces it as a staple food for healthy milking cows or fattening animals. The opinion is entertained by many, however, that a certain amount of malt is beneficial when given in admixture, and in change with other food, to young or weakly animals, or in "finishing" or "making up" for exhibition or sale; that is, when the object is to produce a particular result, irrespective of the economy required in ordinary feeding.

The details of the malting, analysis, feeding, live and dead weights, &c., will be given in a full Report.

JOHN BENNET LAWES.

Rothamsted, Herts, February 23, 1865.

EXPERIMENTS ON THE COMPARATIVE QUALITIES OF UNMALTED AND MALTED BARLEY AS FOOD FOR STOCK.

TABLE II.—RESULTS OBTAINED WITH COWS, ON BARLEY AND MALT "No. 1."

Period of Experiment 10 Weeks; from December 21, 1863, to February 29, 1864.

Food consumed.					Cows.	Weights, Increase in Live-weight, and Milk.						
						Weights.		Increase in Live-weight.		Milk yielded.		
	Total in 10 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per week.	To produce 100 lbs. Milk.		At Commencement.	At Conclusion.	Total in 10 Weeks.	Per 1,000 lbs. Live-weight per Week.	Total in 10 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per week.
Lot 1.—10 Cows; Special Food—Unmalted Barley.												
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Barley, unmalted	2,100	3·0	18·4	12·6	1	1,086	1,136	50	6·17	1,311	18·8	146
Rape Cake	1,400	2·0	12·3	8·4	2	1,044	1,114	70		2,191½	31·3	
Bean Meal	1,400	2·0	12·3	8·4	3	1,065	1,150	85		1,757¼	25·1	
Clover Chaff	9,800	14·0	85·9	58·8	4	1,082	1,150	68		1,540¾	22·0	
Straw Chaff	5,390	7·7	47·3	32·3	5	1,020	1,018	−2		1,756	25·1	
Pulped Swedes	35,280	50·4	309·2	211·7	6	1,164	1,312	148		1,425	20·4	
					7	1,260	1,308	48		1,450	20·7	
					8	944	974	30		1,626¼	23·3	
					9	1,156	1,252	96		1,302	18·6	
					10	1,236	1,347	111		2,307½	32·9	
					Totals	11,057	11,761	704	-	16,667¼		
					Averages	1,106	1,176	70	6·17	1,666¾	23·8	146
Lot 2.—10 Cows; Special Food—Malted Barley (with Malt Dust).												
	lbs.	lbs.	lbs.	lbs.								
Barley, malted, with its dust	2,072*	3·0*	18·2*	13·3*	1	1,184	1,310	126	6·28	1,065¾	15·3	137¼
Rape Cake	1,400	2·0	12·3	9·0	2	992	1,022	30		1,901¼	27·2	
Bean Meal	1,400	2·0	12·3	9·0	3	1,260	1,428	168		459¾	6·6	
Clover Chaff	9,800	14·0	86·2	62·8	4	1,020	1,066	46		1,460¼	20·9	
Straw Chaff	5,390	7·7	47·4	34·6	5	914	936	22		1,520¼	21·8	
Pulped Swedes	35,280	50·4	310·4	226·2	6	1,316	1,396	80		1,618	23·1	
					7	1,008	1,076	68		1,841	26·3	
					8	1,065	1,179	114		1,512½	21·6	
					9	1,040	1,092	52		1,995¾	28·5	
					10	1,206	1,214	8		2,225¾	31·8	
					Totals	11,005	11,719	714		15,600¼		
					Averages	1,101	1,172	71	6·28	1,560	22·3	137¼

* These figures represent, not the actual weights of malt and malt dust, but the weight of the barley from which they would be produced.

TABLE III.—RESULTS OBTAINED WITH OXEN ON BARLEY AND MALT "No. 2."

Period of Experiment 20 weeks; from December 1, 1863, to April 19, 1864.

Food consumed.					Oxen.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
——	Total in 20 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		At Commencement.	At Conclusion.	Total in 20 Weeks.	Per Head per Week.	Per 1,000 lbs. Live-weight per Week.
Lot 1.—10 Oxen; Special Food—Unmalted Barley.										
					Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,151	1,404	253	12·7	
					2	1,079	1,386	307	15·4	
					3	1,183	1,591	408	20·4	
					4	1,097	1,404	307	15·4	
	lbs.	lbs.	lbs.	lbs.	5	1,095	1,422	327	16·4	
Barley, unmalted	5,600	4·0	22·2	165·1	6	1,039	1,344	305	15·3	13½
Oilcake - -	2,240	1·6	8·9	66·0	7	1,152	1,566	414	20·7	
Clover-chaff -	15,120	10·8	59·9	445·6	8	1,015	1,424	409	20·5	
Roots,* *ad lib.* -	108,146	77·2	428·6	3,187·3	9	1,102	1,482	380	19·0	
					10	1,008	1,291	283	14·2	
					Totals	10,921	14,314	3,393		
					Averages	1,092	1,431	339¼	17·0	13½
Lot 2.—10 Oxen; Special Food—Malted Barley (with Malt Dust).										
					Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,204	1,525	321	16·1	
					2	1,057	1,422	365	18·3	
					3	1,148	1,525	377	18·9	
					4	1,088	1,396	308	15·4	
	lbs.	lbs.	lbs.	lbs.	5	1,176	1,444	268	13·4	
Barley, malted, with its dust -	5,600†	4·0†	22·5†	187·6†	6	1,092	1,256	164	8·2	12
Oilcake - -	2,240	1·6	9·0	75·0	7	1,078	1,346	268	13·4	
Clover-chaff -	15,120	10·8	60·7	506·5	8	1,029	1,252	223	11·2	
Roots,* *ad lib.* -	108,905	77·8	437·4	3,648·4	9	1,078	1,385	307	15·4	
					10	1,008	1,392	384	19·2	
					Totals	10,958	13,943	2,985		
					Averages	1,096	1,394	298½	14·9	12

* Swedes the first four months; about one-fourth Swedes and three-fourths Mangolds the last month.

† These figures represent, not the actual weights of Malt and Malt Dust, but the weight of the Barley from which they would be produced.

TABLE IV.—RESULTS OBTAINED WITH SHEEP, ON BARLEY AND MALT "No. 1."

Period of Experiment 20 weeks; from December 2, 1863, to April 20, 1864.

Food Consumed.					Sheep.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
	Total in 20 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		At Commencement.	At Conclusion.	Total in 20 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per week.
Lot 1.—12 Sheep; Special Food—Unmalted Barley.										
					Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	112	142	30	1·50	
					2	101	150	49	2·45	
					3	101	154	53	2·65	
					4	107	137	30	1·50	
					5	100	140	40	2·00	
	lbs.	lbs.	lbs.	lbs.	6	92	134	42	2·10	
Barley, unmalted	1,344	0·8	4·62	269·9	7	100	140	40	2·00	1·71
Clover-chaff -	1,680	1·0	5·77	337·3	8	105	162	57	2·85	
Roots,* *ad lib.* -	18,595	11·1	63·86	3,733·9	9	88	133	45	2·25	
					10	119	161	42	2·10	
					11	88	119	31	1·55	
					12	94	133	39	1·95	
					Totals -	1,207	1,705	498		
					Averages	101	142	41½	2·08	1·71
Lot. 2.—12 Sheep; Special Food—Malted Barley (with Malt Dust).										
					1	109	154	45	2·25	
					2	94	136	42	2·10	
					3	96	136	40	2·00	
					4	100	140	40	2·00	
					5	119	171	52	2·60	
	lbs.	lbs.	lbs.	lbs.	6	112	161	49	2·45	
Barley, malted, with its dust -	1,326†	0·8†	4·54†	263·1†	7	94	126	32	1·60	1·72
Clover-chaff -	1,680	1·0	5·75	333·3	8	102	137	35	1·75	
Roots,* *ad lib.* -	18,688	11·1	63·96	3,707·9	9	105	160	55	2·75	
					10	94	128	34	1·70	
					11	96	140	44	2·20	
					12	88	124	36	1·80	
					Totals -	1,209	1,713	504		
					Averages	101	143	42	2·10	1·72

* Swedes the first four months; about one-fourth Swedes and three-fourths Mangolds the last month.

† These figures represent, not the actual weights of Malt and Malt Dust, but the weight of the Barley from which they would be produced.

TABLE V.—RESULTS OBTAINED WITH SHEEP, ON BARLEY AND MALT "No. 2."

Period of Experiment 20 Weeks; from December 2, 1863, to April 20, 1864.

Food consumed.				Sheep.	Weights, and Increase in Live-weight.				
					Weights.		Increase in Live-weight.		
	Total in 20 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.	At Commencement.	At Conclusion.	Total in 20 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	112	163	51	2·55	
					2	112	158	46	2·30	
					3	114	150	36	1·80	
					4	105	147	42	2·10	
Barley, unmalted	1,344	0·8	4·61	267·2	5	105	164	59	2·95	
Clover-chaff -	1,680	1·0	5·76	334·0	6	94	130	36	1·80	1·73
Roots,* *ad lib.* -	18,712	11·1	64·19	3,720·1	7	98	117	19	0·95	
					8	84	120	36	1·80	
					9	104	140	36	1·80	
					10	104	152	48	2·40	
					11	88	142	54	2·70	
					12	86	126	40	2·00	
					Totals	1,206	1,709	503		
					Averages	100	142	42	2·10	1·73
					1	119	150	31	1·55	
					2	114	164	50	2·50	
					3	94	134	40	2·00	
					4‡	(102)	(95)	(−7)	—	
Barley, malted, with its dust -	1,232†	0·8†	4·61†	275·0†	5	108	157	49	2·45	
					6	91	128	37	1·85	
Clover-chaff -	1,540	1·0	5·77	343·9	7	107	144	37	1·85	1·68
Roots,* *ad lib.* -	16,854	10·9	63·12	3,762·1	8	91	140	49	2·45	
					9	102	140	38	1·90	
					10	94	126	32	1·60	
					11	100	146	46	2·30	
					12	91	130	39	1·95	
					Totals	1,111	1,559	448		
					Averages	101	142	40¾	2·04	1·68
					1	128	186	58	2·90	
					2	114	126	12	0·60	
					3	91	130	39	1·95	
					4	104	142	38	1·90	
Barley, unmalted	896	0·5	3·14	188·6	5	94	140	46	2·30	
Barley, malted, with its dust -	448†	0·3†	1·57†	94·3†	6	96	145	49	2·45	
					7	94	136	42	2·10	1·66
Clover-chaff -	1,680	1·0	5·88	353·7	8	102	146	44	2·20	
Roots,* *ad lib.* -	18,598	11·1	65·10	3,915·4	9	91	134	43	2·15	
					10	98	133	35	1·75	
					11	88	116	28	1·40	
					12	91	132	41	2·05	
					Totals	1,191	1,666	475		
					Averages	99	139	39½	1·98	1·66

* Swedes the first four months; about one-fourth Swedes and three-fourths Mangolds the last month.

† These figures represent, not the actual weights of Malt and Malt Dust, but the weight of the Barley from which they would be produced.

‡ No. 4 Sheep of this lot was killed 35 days after the commencement of the experiment, and its weights, and the proportional amount of food, are excluded.

TABLE VI.—RESULTS OBTAINED WITH PIGS, ON BARLEY AND MALT "No. 1."

Period of Experiment 10 weeks ; from December 24, 1863, to March 3, 1864.

Food consumed.					Pigs.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
	Total in 10 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		At Commencement.	At Conclusion.	Total in 10 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.

Lot 1.—8 Pigs ; Food—Pea-meal, and Unmalted Barley.

	lbs.	lbs.	lbs.	lbs.	Nos	lbs.	lbs.	lbs.	lbs.	lbs.
					1	158	287	129	12·9	
					2	160	336	176	17·6	
					3	133	264	131	13·1	
					4	134	287	153	15·3	
Pea-meal - -	560	1·00	3·4	47·6	5	135	270	135	13·5	7·03
Barley, unmalted, *ad lib.* -	4,902	8·75	29·3	416·8	6	122	297	175	17·5	
					7	122	241	119	11·9	
					8	122	280	158	15·8	
					Totals -	1,086	2,262	1,176		
					Averages	136	283	147	14·7	7·03

Lot 2.—8 Pigs ; Food—Pea-meal, and Malted Barley (with Malt Dust).

	lbs.	lbs.	lbs.	lbs.						
					1	172	290	118	11·8	
					2	144	278	134	13·4	
					3	142	242	100	10·0	
					4	133	240	107	10·7	
Pea-meal - -	560	1·00	3·7	67·9	5	130	224	94	9·4	5·50
Barley, malted, with its dust, *ad lib.* -	4,381*	7·82*	29·2*	531·0*	6	124	228	104	10·4	
					7	119	214	95	9·5	
					8	123	196	73	7·3	
					Totals -	1,087	1,912	825		
					Averages	136	239	103	10·3	5·50

Lot 3.—8 Pigs ; Food—Pea-meal, Unmalted and Malted Barley (with Malt Dust).

	lbs.	lbs.	lbs.	lbs.						
					1	147	280	133	13·3	
					2	150	287	137	13·7	
					3†	(150)	(163)	(13)	—	
Pea-meal - -	490	1·00	3·4	50·8	4	144	282	138	13·8	
Barley, unmalted, *ad lib.* -	3,491	7·12	24·3	361·7	5	129	273	144	14·4	6·73
Barley, malted, with its dust, *ad lib.* -	658*	1·34*	4·6*	68·2*	6	130	280	150	15·0	
					7	124	284	160	16·0	
					8	128	231	103	10·3	
					Totals -	952	1,917	965		
					Averages	136	274	138	13·8	6·73

* These figures represent, not the actual weights of Malt and Malt Dust, but the weight of the Barley from which they would be produced.

† No. 3 Pig of this lot was killed 21 days after the commencement of the experiment; and its weights, and the proportional amount of food, are excluded.

TABLE VII.—RESULTS OBTAINED WITH PIGS, ON BARLEY AND MALT "No. 2."

Period of Experiment 10 weeks; from December 24, 1863 to March 3, 1864.

Food consumed.					Pigs.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
	Total in 10 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		At Commencement.	At Conclusion.	Total in 10 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Lot 4.—8 Pigs ; Food—Pea Meal, and Unmalted Barley.										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	150	273	123	12·3	
					2	147	282	135	13·5	
					3	142	306	164	16·4	
					4	140	262	122	12·2	6·61
Pea-meal -	560	1·00	3·5	52·2	5	136	259	123	12·3	
Barley, unmalted, *ad lib.* - -	4,527	8·08	27·9	421·9	6	126	245	119	11·9	
					7	133	280	147	14·7	
					8	112	252	140	14·0	
					Totals -	1,086	2,159	1,073		
					Averages	136	270	134	13·4	6·61
Lot 5.—8 Pigs ; Food—Pea-meal, and Malted Barley (with Malt Dust).										
	lbs.	lbs.	lbs.	lbs.	1	156	284	128	12·8	
					2	152	294	142	14·2	
					3	150	298	148	14·8	
					4	130	234	104	10·4	6·24
Pea-meal - -	560	1·00	3·5	55·5	5	135	262	127	12·7	
Barley, malted, with its dust, *ad lib.*	5,289*	9·44*	32·7*	524·2*	6	126	270	144	14·4	
					7	134	228	94	9·4	
					8	130	252	122	12·2	
					Totals -	1,113	2,122	1,009		
					Averages	139	265	126	12·6	6·24
Lot 6.—8 Pigs ; Food—Pea-meal, and Mixture of four-fifths Unmalted and one-fifth Malted Barley (with Malt Dust) *ad lib.*										
	lbs.	lbs.	lbs.	lbs.	1	168	350	182	18·2	
					2†	(157)	(262)	(105)	—	
					3	133	250	117	11·7	
					4	128	270	142	14·2	6·84
Pea-meal - -	420	1·00	3·4	50·2	5†	(134)	(134)	(0)	—	
Barley, unmalted	2,929	6·97	24·0	350·4	6	136	283	147	14·7	
Barley, malted, with its dust	732*	1·74*	6·0*	87·6*	7	128	250	122	12·2	
					8	112	238	126	12·6	
					Totals -	805	1,641	836		
					Averages	134	273	139	13·9	6·84

* These figures represent, not the actual weights of Malt and Malt Dust, but the weight of the Barley from which they would be produced.

† No. 2 pig of this lot died 43 days after the experiment commenced, and No. 5 pig was killed on the 15th day of the experiment. Their weights, and the proportional amount of food, are excluded.

TABLE VIII.—SUMMARY of the RESULTS of the FEEDING EXPERIMENTS.

Lots.	Animals.	Periods of Experiment.	Description of Special Food.	Total Increase in Live Weight.	Total Milk.	Food consumed to produce 100 lbs. Increase in Live Weight (or with Cows 100 lbs. of Milk).					
						Barley.	Oilcake.	Bean-meal.* Pea-meal.†	Clover Chaff.	Straw Chaff.	Roots.
		Weeks.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1	10 Cows	10	Barley No. 1 { Unmalted	704	16,667	(12·6)	(8·4)	(·4)*	(58·8)	(32·3)	(212)
2	10 Cows	10	Barley No. 1 { Malted (with malt-dust)	714	15,600	(13·3)‡	(9·0)	(9·0)*	(62·8)	(34·6)	(226)
1	10 Oxen	20	Barley No. 2 { Unmalted	3,393		165·1	66·0		445·6		3,187
2	10 Oxen	20	Barley No. 2 { Malted (with malt-dust)	2,985		187·6‡	75·0		506·5		3,648
1	12 Sheep	20	Barley No. 1 { Unmalted	498		269·9			337·3		3,734
2	12 Sheep	20	Barley No. 1 { Malted (with malt-dust)	504		263·1‡			333·3		3,708
3	12 Sheep	20	Barley No. 2 { Unmalted	503		267·2			334·0		3,720
4	11 Sheep	20	Barley No. 2 { Malted (with malt-dust)	448		275·0‡			343·9		3,762
5	12 Sheep	20	Barley No. 2 { Unmalted, and Malted (with malt-dust)	475		188·6 + 94·3‡ = 282·9			353·7		3,915
1	8 Pigs	10	Barley No. 1 { Unmalted	1,176		416·8		47·6†			
2	8 Pigs	10	Barley No. 1 { Malted (with malt-dust)	825		531·0‡		67·9†			
3	7 Pigs	10	Barley No. 1 { Unmalted, and Malted (with malt-dust)	965		361·7 + 68·2‡ = 429·9		50·8†			
4	8 Pigs	10	Barley No. 2 { Unmalted	1,073		421·9		52·2†			
5	8 Pigs	10	Barley No. 2 { Malted (with malt-dust)	1,009		524·2‡		55·5†			
6	6 Pigs	10	Barley No. 2 { Unmalted, and Malted (with malt-dust)	836		350·4 + 87·6‡ = 438·0		50·2†			

‡ The figures represent, not the actual weights of Malt and Malt-dust, but the weight of the Barley from which they would be produced.

TABLE IX.—PER CENT. CARCASS (cold) IN UNFASTED LIVE WEIGHT.

Nos.	OXEN.		SHEEP.					PIGS.					
	Lot 1.	Lot 2.	Lot 1.	Lot 2.	Lot 3.	Lot 4.	Lot 5.	Lot 1.	Lot 2.	Lot 3.	Lot 4.	Lot 5.	Lot 6.
	Barley No. 2.		Barley No. 1.		Barley No. 2.			Barley No. 1.			Barley No 2.		
	Unmalted.	Malted.	Unmalted.	Malted.	Unmalted.	Malted.	Mixture: two-thirds unmalted, one-third malted.	Unmalted, *ad lib.*	Malted, *ad lib.*	Unmalted and malted, each *ad lib.*	Unmalted, *ad lib.*	Malted, *ad lib.*	Mixture: four-fifths unmalted, and one-fifth malted, *ad lib.*
1	53·6	51·1	51·4	52·0	53·4	48·7	52·2	79·1	78·4	76·5	78·3	80·2	78·7
2	58·0	56·4	49·3	47·8	51·3	48·8	52·4	80·7	78·2	76·2	80·0	78·0	*
3	57·7	53·0	51·3	50·0	56·0	50·8	51·5	77·3	77·7	*	77·4	78·9	76·6
4	58·4	56·0	53·3	51·4	55·1	*	50·7	78·1	82·9	78·2	79·9	77·1	77·9
5	56·5	57·1	49·3	52·6	51·8	51·6	47·1	77·0	77·5	77·4	78·8	78·5	*
6	55·7	55·3	47·8	47·2	54·6	51·6	51·7	80·1	79·0	78·0	80·0	77·8	75·0
7	54·8	53·1	52·9	54·0	54·7	49·3	50·7	82·6	75·0	78·1	78·7	77·9	80·5
8	56·5	57·7	51·9	54·0	52·5	49·3	54·1	79·1	80·1	77·5	76·2	75·0	78·3
9	58·3	56·0	54·9	53·1	54·3	52·9	52·2	—	—	—	—	—	—
10	57·6	56·6	50·9	50·8	50·0	55·6	49·6	—	—	—	—	—	—
11	—	—	50·4	53·6	50·0	51·4	50·0	—	—	—	—	—	—
12	—	—	55·6	51·6	53·2	51·5	52·3	—	—	—	—	—	—
Means	56·7	55·6	51·6	51·5	53·1	51·0	51·2	79·3	78·6	77·4	78·6	77·9	77·8

* These animals died, or were killed, before the conclusion of the experiment.

LONDON:
Printed by George E. Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

RETURN to an Order of the Honourable The House of Commons, dated 13 March 1865;—*for*,

RETURNS "of the Average Prices of OATS during each of the Years 1842, 1843, 1844, and 1845, being those that immediately preceded the Irish Famine:"

"Same for each of the Years 1861, 1862, 1863, and 1864:"

"And, of the Average Prices of BEEF and MUTTON during the same Years."

RETURN showing the Average Price of BRITISH OATS in *England* and *Wales*, per Imperial Quarter, from 1842 to 1845 both inclusive, and from 1861 to 1864, both inclusive.

	s.	d.		s.	d.
Year 1842 - - -	19	3	Year 1861 - - -	23	9
„ 1843 - - -	18	4	„ 1862 - - -	22	7
„ 1844 - - -	20	7	„ 1863 - - -	21	2
„ 1845 - - -	22	6	„ 1864 - - -	20	1

Statistical Department, Board of Trade, 15 March 1865.

Albany William Fonblanque.

AVERAGE PRICES of BEEF and MUTTON, as Sold in the METROPOLITAN CATTLE MARKET, in each of the Years 1842, 1843, 1844, and 1845, and in 1861, 1862, 1863, and 1864.

YEARS	BEASTS Per Stone of 8 lbs. sinking the Offal.				SHEEP.			
	Inferior.	2d Class.	3d Class (Large Prime).	4th Class (Scots).	Inferior.	2d Class.	3d Class (Long Coarse Woolled).	4th Class (South Downs).
	per Stone.	*per Stone.*	*per Stone.*	*per Stone.*	*per Stone.*	*per Stone.*	*per Stone.*	*per Stone.*
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1842 -	3 4¼	3 7	3 11¼	4 5¼	3 5½	3 10	4 1½	4 5¾
1843 -	2 8¾	3 2½	3 7	3 10¼	3 –½	3 5	3 10	4 1
1844 -	2 7¼	3 1	3 5¾	3 10¾	2 11	3 5¾	3 8¼	4 –¼
1845 -	2 9¾	3 5¼	3 9	4 1¼	3 4¼	3 10¼	4 3¾	4 9
1861 -	3 3½	4 –	4 6	4 10¾	3 6¼	4 3¼	5 –¼	5 5¾
1862 -	3 1½	3 8¾	4 3¼	4 7¾	3 8	4 3½	4 11	5 4½
1863 -	3 7¾	4 2	4 8	4 11¾	4 –	4 7¼	5 1	5 5¼
1864 -	3 9	4 4¾	4 9¼	5 1	4 2½	4 9½	5 3½	5 8

Statistical Department, Board of Trade, 15 March 1865.

Albany William Fonblanque.

OATS, BEEF, AND MUTTON.

RETURNS of the Average Prices of OATS during each of the Years 1842, 1843, 1844, and 1845, being those that immediately preceded the Irish Famine; also, for each of the Years 1861, 1862, 1863, and 1864; and, of the Average Prices of BEEF and MUTTON during the same Years.

(*Mr. Pollard-Urquhart.*)

Ordered, by The House of Commons, *to be Printed,*
20 *March* 1865.

RUSSIA COMPANY.

RETURN to an Address of the Honourable The House of Commons, dated 22 July 1864;—*for*,

A "RETURN of the INCOME, and the Sources thereof, and the Particulars of the EXPENDITURE of the RUSSIA COMPANY during the last Five Years."

Sir, South Sea House, 4 August 1864.

I BEG to enclose the Return, according to your letter of 25th July.

With reference to any amount levied in Russia for Company's agent, the same is paid over to Her Majesty's Consul in St. Petersburg; the Russia Company have no return of the amount. The Russia Company have no account of any sums levied by British merchants in Russia on British shipping, or of the mode in which they have been expended. Since the surrender of the Russia Company of the dues they formerly levied in this country, they have ceased to authorise any dues to be levied in their name in Russia, and the dues now levied there are by agreement amongst the merchants there. The case of Company's agent forms the only exception, and that exception was made with the cognizance and approval of Her Majesty's Government.

I have, &c.

T. G. Baring, Esq., &c. &c. (signed) *Thos. Cope*, Secretary.

RETURN of the Income, and the Sources thereof, and the Particulars of the EXPENDITURE of the RUSSIA COMPANY during the last Five Years.

1860.

INCOME.	£.	s.	d.
By Balance of last year's account	3,774	2	–
– Interest on Exchequer bills	43	16	10
Sold 32,500 *l.*, Three Per Cents.	30,692	3	9
Interest on Russia bonds	718	15	–
Ditto	755	12	6
Balance of Russia dues (since surrendered)	73	9	6
Agent at St. Petersburg, on account of Rev. M. Camidge's pension.	200	–	–
£.	36,257	19	7

EXPENDITURE.	£.	s.	d.
Paid to Chaplains:			
Petersburg - Rev. Dr. Law	300	–	–
Cronstadt - „ J. H. McSwiney	200	–	–
Moscow - „ J. Whitaker	200	–	–
Archangel - „ E. Bindloss	200	–	–
Pension to M. Camidge	200	–	–
Petersburg: Company's Agent	200	–	–
Governor (since surrendered)	85	–	–
Secretary	100	–	–
Secretary, gratuity	150	–	–
Beadle	15	–	–
Housekeeper	6	12	–
Servants	2	2	–
Sound Lists (since discontinued)	45	–	–
Income tax, two years	24	15	7
Printing and Stationery	4	16	6
Sundries, postage, &c.	7	6	2
Purchase of Exchequer bill	1,004	8	9
Rent of office	75	–	–
Courts and committees	98	–	–
Custom-house expenses (since discontinued)	12	11	6
Return of dues overpaid	4	16	8
Purchase of Russian bonds	32,500	–	–
Balance	822	10	5
£.	36,257	19	7

Up to March 1860, the Russia Company levied dues in this country, amounting in the year 1859 to 2,069 *l.* 13 *s.* 7 *d.*; they were then discontinued, and a new scheme of expenditure was settled. The enclosed expenditure and income of the five years ensuing, including an estimate of the present year, being on an average of the annual income and expenditure.

1861.

INCOME.	£.	s.	d.
By Balance of last year's account - -	822	10	5
– Interest on Exchequer Bills - -	85	1	–
– „ Russian Bonds - -	1,473	15	–
– Russia Dues arrears - - -	1	15	7
– Petty Cash due to Secretary - -	–	11	5
– Rev. M. Camidge's Pension (moiety)	100	–	–
£.	2,483	13	5

EXPENDITURE.	£.	s.	d.
Chaplains:			
Petersburg - Rev. Dr. Law - -	300	–	–
Cronstadt - „ J. H. McSwiney	200	–	–
Moscow - „ J. Whitaker -	200	–	–
Archangel - „ E. Bindloss -	200	–	–
Pension to Rev. M. Camidge - -	200	–	–
Petersburg: Company's Agent - -	100	–	–
Secretary - - - - - -	100	–	–
Beadle - - - - - -	15	–	–
Housekeeper - - - - -	5	11	–
Servants - - - - - -	2	2	–
Income Tax - - - - -	8	1	3
Stationery - - - - - -	–	18	–
Fees to Bishop of London's Office:			
Depositing Registry of Births, Marriages, and Deaths.	5	5	–
Sundries, Postage, &c. - - - -	3	15	3
Rent of Office - - - - -	75	–	–
Courts, &c. - - - - - -	41	–	–
Balance - - - - -	1,027	–	11
£.	2,483	13	5

Thos. Cope, Secretary.

1862.

INCOME.	£.	s.	d.
By Balance of last year's account - -	1,027	–	11
– Interest on Exchequer Bills - -	116	5	9
– „ Russian Bonds - -	1,443	15	–
£.	2,587	1	8

EXPENDITURE.	£.	s.	d.
Chaplains:			
Petersburg - Rev. Dr. Law - -	300	–	–
Cronstadt - „ J. H. McSwiney	200	–	–
Moscow - „ J. Whitaker -	150	–	–
Archangel - „ E. Bindloss -	200	–	–
Pension to Rev. M. Camidge - -	200	–	–
Secretary - - - - - -	100	–	–
Beadle - - - - - -	15	–	–
Housekeeper - - - - -	5	17	6
Servants - - - - - -	2	2	–
Income Tax - - - - -	8	1	3
Sundries and Postage - - - -	5	3	3
Rent of Office, three quarters - -	56	5	–
Courts, &c. - - - - - -	43	–	–
Balance - - - - -	1,301	12	8
£.	2,587	1	8

Thos. Cope, Secretary.

1863.

INCOME.	£.	s.	d.
By Balance of last Year's Account -	1,301	12	8
– Interest on Exchequer Bills - -	49	9	8
– „ on Russian Bonds - -	1,536	6	11
– Sale of Exchequer Bills - - -	2,006	12	10
– Sale of Russian Three per Cent. Bonds.	28,927	10	–
£.	33,821	12	1

EXPENDITURE.	£.	s.	d.
Chaplains:			
Petersburg - Rev. Dr. Law - -	300	–	–
Cronstadt - „ J. H. McSwiney	200	–	–
Moscow - „ J. Whitaker -	250	–	–
Archangel - „ E. Bindloss -	200	–	–
Pension to Rev. M. Camidge, since deceased.	166	13	4
Secretary - - - - - -	100	–	–
Beadle - - - - - -	15	–	–
Housekeeper - - - - -	5	16	1
Servants - - - - - -	2	2	–
Income Tax - - - - - -	6	5	5
Bishop of London's Office - - -	3	3	–
Printing and Stationery - - -	–	19	–
Sundries, Postage, &c. - - - -	4	7	4
Rent of Office (five quarters) - -	93	15	–
Courts, &c. - - - - - -	86	–	–
Purchase of Russian 5 per Cent. Bonds -	30,858	5	–
Rev. J. H. McSwiney, Travelling Expenses.	50	–	–
Secretary, on Account of Agent at Petersburg's Salary, retained for the Pension of Rev. M. Camidge.	200	–	–
Balance - - - - - -	1,279	5	11
£.	33,821	12	1

Thos. Cope, Secretary.

1864.

The Income and Expenditure of the year 1864 is on an average of the annual Income and Expenditure of the Company.

Thos. Cope, Secretary.

RUSSIA COMPANY.

RETURN of the Income, and the Sources thereof, and the Particulars of the Expenditure of the Russia Company during the last Five Years.

(*Mr. Somes.*)

Ordered, by The House of Commons, *to be Printed,*
13 *February* 1865.

Under 1 *oz.*

FURTHER CORRESPONDENCE

RESPECTING

DUES LEVIED BY THE RUSSIA COMPANY.

(In continuation of Papers presented to Parliament, July 7, 1864.)

Presented to both Houses of Parliament by Command of Her Majesty.
1865.

LONDON:
PRINTED BY HARRISON AND SONS.

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Further Correspondence respecting Dues levied by the Russia Company.

No. 1.

Earl Russell to Lord Napier.

My Lord, *Foreign Office, July* 8, 1864.

WITH reference to your Excellency's despatch of the 7th April last, reporting on the charges levied on British shipping at St. Petersburgh by the Russia Company, I transmit to you herewith, for any further remarks which you may have to make on the subject, a copy of a letter from the Hull Chamber of Commerce, containing observations on your Excellency's above-mentioned Report.

I am, &c.
(Signed) RUSSELL.

Inclosure in No. 1.

The President of the Hull Chamber of Commerce to Earl Russell.

Chamber of Commerce and Shipping, Hull,
My Lord, *June* 29, 1864.

I HAVE the honour to acknowledge the receipt of a communication from the Foreign Office, dated the 18th instant, inclosing copy of "Correspondence respecting Dues levied by the Russia Company," and by request of the Directors of this Chamber I thank your Lordship for the prompt attention which their complaints have received.

My Directors might almost leave Lord Napier's despatch to speak for itself, feeling convinced that it is conclusive as to the condemnation of the principal charges referred to in the correspondence. Thus, with regard to the Company's Agent, Lord Napier says:—

1. "There are no duties belonging to the Company's agent which the Consul might not reasonably perform."

2. "If the money were not given to the Consul it would be given to some one who had nothing to do."

3. "The salary given by Her Majesty's Government to the Consul may justly be thought insufficient."

4. "The money taken at Cronstadt is paid at St. Petersburgh."

5. "This tonnage duty levied on British shipping is now practically a method of raising the salary of a British Consul, who is, moreover, not the functionary most closely or obviously connected with the shipping business."

6. "Such a method of remunerating Her Majesty's Consul from a tonnage duty is unusual, &c."

Now if, as Lord Napier thus shows, the duties of the Company's Agent might reasonably be performed by the British Consul, if also the money thus raised would go to some one having nothing to do if not to the Consul, what objection can there be to the abolition of a charge for which under these circumstances it is evident no value is given?

Again, if the salary of Her Majesty's Consul at St. Petersburgh is confessedly insufficient, why should it not be increased from the usual source? The present method of augmenting the salary is allowed to be "unusual," and my Directors therefore ask why they who happen to trade to Cronstadt and St. Petersburgh should be treated in a different manner to British merchants who trade to other quarters, seeing that all willingly bear the same burdens as regards the general taxation of the country?

Lord Napier's remarks as to the functions of Her Majesty's Consul at St. Petersburgh apply as much to every other Consul in the service, and therefore they need no special notice.

And your Lordship will be well aware that the interest for the benefit of which the Consul is nominated and employed does already contribute specially in the shape of Consular fees for services rendered, and which fees now go to the credit of the public funds in diminution of the amount actually paid out for Consular salaries.

Church Money.—The other charge principally objected to is also condemned in Lord Napier's own words, which follow:—

"The proceeds are appropriated to the support of the Church Establishment at Cronstadt and St. Petersburgh, and to the relief of the English poor.

"It would be idle to deny that this impost is inconsistent with the practice of other ports and with the principles which are generally accredited with reference to the support of religion and the maintenance of the English poor abroad. A tonnage duty is levied on all vessels in the interest of one Church. It matters not to what persuasion the owner or charterer of the vessel belongs; he may be a Quaker or Roman Catholic, or a Presbyterian, 3*d.* per ton are exacted and carried to the credit of the Anglican Establishment. Nor is the greater part of the Church money expended at Cronstadt, where the seamen belonging to the English Church, or to no Church, might have the benefit of the service or of spiritual offices. The Church at Cronstadt is, indeed, supported from this fund, and is administered by a zealous and acceptable clergyman; but the greater part of the revenue is carried to St. Petersburgh, where the sailors seldom repair, or, if they do so, rather with a view to recreation than religion. Nor is the practice of relieving the British poor at St. Petersburgh and Cronstadt from this fund beyond animadversion. A portion of the poor population may belong to the seafaring class, and may have been deposited in Russia by British vessels. The relief of such might with justice be charged to the British shipping interest until they can be provided for here, or be returned to their parishes at home. But a far greater number of the poor belong to the maufacturing class, or to the class of tradesmen or domestics who are drawn to this country by high wages and the protective system, and who have nothing to do with British shipping whatever."

It is here confessed that the greater part of the Church money is not expended at Cronstadt, where seamen might have the benefit of it, but at St. Petersburgh, to which port sailors seldom repair, and, if they do so, it is not for the purposes of religion. Also that the greater number of the poor belong to such classes as "have nothing to do with British shipping whatever."

Upon principle, therefore, the case is dead against both charges.

Now, for expediency. Lord Napier fears that, "should the authority to take these dues granted to the Russia Company be withdrawn, and, should those dues as a fixed and authoritative charge be abolished, there is every reason to believe that the English merchants will indemnify themselves, and provide the means of supporting the Church to which they are attached, and of relieving the poor by whom they are surrounded—by imposing the charges which they now omit and by raising the charges which they now exact on a reduced scale."

He also writes:—

"In conclusion, I beg to submit to Her Majesty's Government a translation of certain rules recently adopted by English and foreign merchants for the regulation of charges on vessels other than English and American arriving at and departing from the port of Cronstadt. Should the duties levied by the Russia Company on British ships be annulled, the English merchants would probably combine spontaneously in the same way to regulate the amount of charges on British ships; and there can be little doubt that those charges would be as heavy at least as the duties which are exacted under the existing system."

In reply to these apprehensions, the parties most concerned beg to assure your Lordship that they are quite willing to take the risk of any such charges as are thus referred to, especially as they are able to prove that some of the immunities which Lord Napier has been led to believe are existing at present in favour of British shipping exist only upon paper.

To illustrate this, your Lordship's attention is earnestly requested to "Inclosure 3 in No. 7." Clause 1 runs as follows:—

"All charges hitherto made on vessels arriving, for address money, are abolished, and there will in future only exist a charge of 3 per cent. on the inward freight, even in case any other rate of commission should be stipulated in the charter-party or agreement."

Will your Lordship believe that in the case of the "Chance" of Hull, which vessel lately delivered a cargo at Cronstadt from Grimsby, although the stamped charter-party

specifically stipulated that the address commission should be "2 per cent." the rule thus quoted was applied to her, and 3 per cent. was charged?

The British ships visiting Cronstadt also pay sufficiently every voyage for the agency at Cronstadt without being charged "Cronstadt agency" again by merchants at St. Petersburgh, who, by arrangement, have left the duties of each agency to be performed by a firm at Cronstadt, and which firm is duly remunerated by the British shipowner.

It is consequently useless to threaten English shipowners with the loss of privileges which do not now exist, and I again, therefore, pray your Lordship to exert yourself to secure the justice demanded.

As another proof of the need for careful attention to British interests, I would call your Lordship's attention to the fact that "Inclosure 3" shows that even foreign ships when bound to England are charged "34 copecks per last loaded for address and clearing money," while the same vessels only pay "19 copecks per last address money," if going "to any port except an English one." According to Lord Napier's own reasoning the British consumer pays this difference over and beyond what any foreign consumer would do.

It is not necessary to trouble your Lordship with further and detailed reference to minor matters, and I therefore leave the case in your hands, and in those of the Board of Trade, to which Department I forward a similar communication.

I have, &c.

(Signed) HENRY J. ATKINSON.

No. 2.

Lord Napier to Earl Russell.—(*Received August* 8.)

My Lord, *St. Petersburgh, August* 1, 1864.

ON the receipt of your Lordship's despatch of the 8th ultimo, concerning the tonnage dues of Cronstadt, called Company's Agency and Church Money, I circulated copies of the printed correspondence on that subject among the leading English merchants of St. Petersburgh. Through one or two of their number I suggested that, without contemplating the abolition of the dues against which so much scrupulous and, as it seems to me, unreasonable objection is taken, some modification might be introduced with a view to conciliate the parties who are now most active in this matter at Hull. I expressed my opinion that a concession might be made to the effect that the dues should only be levied in their full amount on the first voyage of each steamer to the port of Cronstadt in each season, and that on the subsequent voyages only half the dues should be taken, or that they should be levied on a reduced scale. The same rule should also be applied to sailing vessels, some of which, the smaller class, come out to the Gulf two or three times in the season.

I have not received any decided response to this proposal. It does not seem to me that the mercantile body are disposed to take an active part, in originating a modification of the present system.

If I may be permitted to submit my respectful opinion to Her Majesty's Government, I would advise that the parties interested in this question should be informed that when Her Majesty's Consul now holding the office of Company's Agent shall retire, or be otherwise provided for, the charge named Company's Agency will be abrogated, and that the church money will henceforward be levied on a reduced scale as suggested above, on vessels making more than one voyage to the Gulf after the first voyage.

I see no reason to question the substantial accuracy of my previous report to your Lordship on this subject. I think the charges complained of are unusual, and that in principle they may be open to some objection, but I am convinced that they do not really press upon those who complain, and that they have no effect whatever in discouraging British trade in Russia. I also believe that if the charges now levied by the British factory at Cronstadt were abolished, they would be reimposed very probably in some other form to a like amount by a spontaneous combination of the mercantile body, which the shipping interest could not resist.

On one point, I may perhaps have conveyed in some degree an erroneous impression. In stating that a portion of the church money was appropriated to the relief of the poor, I may have given an undue prominence to that feature in the system. The appropriation of these funds to the relief of the poor has been recent and exceptional. It is only during the last three years that any considerable sum has been disposed of in that way. About 1,000*l.* have been so applied during the period stated. The application of money to the

relief of the poor is not, however, more obnoxious to the opponents of the system than the support of the Church from this source; perhaps it may be less so.

The Memorialists at Hull have complained of the levy of 3 per cent. commission on inward freight, even in a case in which the charter-party contained a provision that not more than 2 per cent. should be taken.

On this point, I have to remark that the charge of 3 per cent. commission on the inward freight forms no distinctive feature in the English system. It is the common charge of merchants of all nationalities; it is the custom of the port, and is levied with the sanction of the Commercial Court. A party may charter a ship abroad and load her, and a covenant may be made between the charterer and owner to any effect they please, but a covenant between the charterer and shipowner cannot bind a third party—the merchant to whom the cargo is consigned at St. Petersburgh. The merchant will not consider the terms of the charter-party. He will take from the master of the vessel the charge for his services which is sanctioned by the custom of the port. If it be more than the shipowner contemplated, he must recover the amount from the charterer, or must suffer the loss.

I have, &c.
(Signed) NAPIER.

No. 3.

Mr. Lumley to Earl Russell.—(*Received November* 28.)

My Lord, *St. Petersburgh, November* 14, 1864.

THE questions proposed to me by your Lordship with reference to the dues levied in Russia by the Russia Company are:—

1st. Has the Russia Company, in virtue of any concession of the Russian Government, any monopoly which would exclude competition on the part of British shipping agents who might choose to establish themselves at St. Petersburgh independently of the Company, and charge more moderate dues than those charged by the Company?

2nd. If British shipmasters are not obliged by some regulations made by the Russian Government to place themselves in the hands of members of the Russia Company, have they not in their own hands a remedy for the grievance of which they complain by having recourse to brokers contented with more moderate charges, and not inclined to contribute anything to the fund out of which agency, church, and poor are maintained?

In reply to these questions I may state in the first place that the charter of the Russia Company is derived, not from the Russian but from the British Government; it originally conferred a monopoly of the trade upon the Society of British Merchants who first established commercial relations with this country, but no such monopoly exists at present.

There are English houses established here that are in no way connected with the factory, just as there are German and other foreign houses engaged in the Russian trade.

There is nothing to prevent British shipping agents from establishing themselves here independently of the Company, nor are British shipmasters obliged by any regulation of the Russian Government to place themselves in the hands of the Russian Company. But it would be of little use for such independent ship-agents to establish themselves here with the declared intention of charging more moderate dues than those established by the merchants themselves and recognized by the Russian Government. A ship coming to Cronstadt must be consigned to some house at St. Petersburgh, the shipowner may appoint his own ship-agent to look after his interests, but the agent must apply to the mercantile houses to obtain a return freight, and this he can only get on the terms the merchants choose to fix.

If the merchants, who are the persons that have established the trade, bind themselves together for mutual benefit and for no illegal purpose, they are at liberty to make bye-laws and agreements amongst themselves, and if they determine for charitable and other purposes to levy certain charges on the shipping consigned to them, and give due notice of the same to the Russian Government, those dues are recognized by the Government and become the custom of the port, and as such are enforced by the authorities, no vessel being allowed to sail before having satisfied her consignee.

The establishment of new mercantile houses independent of the factory that would give freights to independent ship-agents employed by the owners of British vessels might seem to be the remedy sought for, but this could only be brought about by the opening of a new trade, if it were possible, every branch of the actual Russian trade being in the hands of the old established houses; but this even would not be a remedy, for the new

houses that have been established here do not consider the dues actually levied to be excessive, and find it to their advantage to charge whatever is customary.

The fact is the shipping is at the mercy of the consignees and charterers, nor can any interference on the part of Her Majesty's Government prevent the merchants from levying charges quite irrespectively of the factory charter. The Germans and other merchants, indeed, who have no charter make the vessels consigned to them pay much heavier charges than those levied by English merchants.

The remedy, in fact, lies in the hands of the merchants alone, who may perhaps be induced to make some reductions in the charges, especially on steamers, which make several voyages during the season, and are obliged to pay the dues each time they enter the port.

I have, &c.
(Signed) J. SAVILE LUMLEY.

No. 4.

Earl Russell to Sir A. Buchanan.

Sir, *Foreign Office, December* 21, 1864.

I HAVE received Mr. Lumley's despatch of the 14th ultimo on the subject of the dues levied by the Russian Company on British shipping.

It appears from Mr. Lumley's statement that these dues are sanctioned by a combination of the merchants at St. Petersburgh, and that there is nothing in the Russian law to prevent an independent agent setting up business with a different set of charges.

But it also appears that the Russian Government accept the charges of the Company as the custom of the port, and that they take measures to enforce them accordingly.

If this is the case the question arises whether, if an independent agent were to set up with a different scale of charges the Russian Government would give to him the same aid which they now give to the Russian Company.

There is also a further question, why do the Russian Government interfere at all to enforce these charges, which, in other countries, are left open as a matter of contract between the parties, to be enforced like other contracts by proceedings at law?

I have to instruct you to ascertain how the case stands in regard to these two questions, and to report to me the result of your inquiry.

I am, &c.
(Signed) RUSSELL.

No. 5.

Sir A. Buchanan to Earl Russell.—(*Received January* 2, 1865.)

My Lord, *St. Petersburgh, December* 26, 1864.

I HAVE had the honour to receive your Lordship's despatch of the 21st instant on the subject of the dues levied at this port on British shipping by the Russia Company.

Your Lordship refers to Mr. Lumley's despatch of the 14th ultimo, from which you state it appears that these dues are sanctioned by a combination of the merchants among themselves, and that there is nothing in the Russian law to prevent an independent agent setting up business with a different set of charges.

But that it also appears that the Russian Government accept these charges of the Company as the custom of the place, and that they take measures to enforce them accordingly.

You then observe that the question arises as to whether, if an independent agent were to set up with a different scale of charges, the Russian Government would give to him the same aid which they now give to the Russia Company; and you also ask why the Russian Government interfere at all to enforce these charges, which in other countries are left open, as a matter of contract between the parties to be enforced, like other contracts, by proceedings at law.

In the first place, I would observe that the case is not quite correctly stated in the conclusions drawn by your Lordship from Mr. Lumley's despatch, as the Russian Government cannot be strictly said to accept the charges and to take measures to enforce them accordingly, for the Russian Government know nothing of the charges; and if their

interference were required to enforce them, their action would be limited to refusing the ship a sailing pass on a representation from her consignee that he had claims against the master which were still unsettled, in the same manner that the ship might be detained on a representation from any other person having claims against her. In all such cases, however, the master would obtain his pass on giving security for the amount in dispute, and the question might then be brought before the Commercial Court: but in the case of the Russia Company's dues, the master of a vessel could not expect to receive redress in that Court, as these dues are included in a list of charges written up in all the British counting-houses in St. Petersburgh, as a statement of the terms on which the establishment will transact business with the masters of British vessels.

Having made these remarks, I shall now state in reply to your Lordship's questions—

1. That if an independent agent were to set up with a different scale of charges he would undoubtedly receive the same protection from the Russian Government as they now grant to the Russian Company; but in order to act as consignee of a ship he would have to become a member of the first guild, and pay dues to the amount of 600 roubles annually to the Government;

2. That if the dues of the Russian Company were disputed, they would eventually have to be decided in a Court of Law like any other contract.

The difficulty, however, which an independent agent would meet with would, I presume, come from the old-established merchants, as they might refuse to charter British vessels, except on their present charges being paid, and were a contest of this kind to arise between the shipowners and merchants, it appears to me that the latter would probably have the best chance of bringing it to an issue in favour of their views.

I have, &c.

(Signed) ANDREW BUCHANAN.

No. 6.

Earl Russell to Sir A. Buchanan.

(Extract.) *Foreign Office, January* 19, 1865.

WITH reference to previous correspondence regarding the Russia Company's dues on British shipping, I have to state to you that I am not yet satisfied as to the character of the interference said to be exercised by the Russian Government in detaining a ship on a representation from the consignee that he has an unsettled claim against her, as such a function on the part of Government authorities is of an unusual kind.

No. 7.

Sir A. Buchanan to Earl Russell.—(Received February 7.)

(Extract.) *St. Petersburgh, February* 1, 1865.

WITH reference to your Lordship's despatch of the 19th ultimo, in which you ask for further information respecting the part taken by the Russian Government in assisting the consignees of British vessels to levy the church and other dues complained of by ship-owners in England, I have had some conversation with Prince Obolensky, the Director of the Department of the Customs, and on my asking him for a copy of the regulations according to which the Custom-house refused to clear a vessel until she had satisfied or given security for the claims of her consignee, he said there were none in existence, and that the protection afforded to the consignee by the Custom-house was merely founded on usage.

No one, however, he said, could obtain a passport to leave Russia without giving due security, against whom claims were brought before the police arising from unsettled debts or from an undecided law suit, and if in the case of vessels the Custom-house did not act upon the present usage the masters might be subjected to greater inconvenience by the intervention of the police.

Some years ago this protection given to creditors was extremely inconvenient to travellers, as they could not obtain a passport to leave Russia until their intended departure had been published three times in the "Gazette," a formality which could not be accomplished in less than ten days.

From the inclosed copy also of a regulation recently published to enable foreigners to reside in Russia for six months without taking out a permit of residence, and to leave

with their foreign passports viséd by a Russian authority, your Lordship will observe that the visa is only to be given on the police certifying that there is no objection to their departure.

Inclosure in No. 7.

Extract from the "Journal de St. Pétersbourg" of January $\frac{12}{24}$, 1865.

PAR un oukase du 31 Décembre dernier, le Sénat Dirigeant promulgue une décision du Conseil de l'Empire, sanctionnée par Sa Majesté l'Empereur le 7 du même mois, et qui remplace par les dispositions suivantes celles des Articles 15 et 17 de l'Annexe à l'Article 436 du Règlement sur les Passeports et les Fugitifs (t. xiv du Corps des Lois, supplément de 1863), relatifs aux délais pendant lesquels les étrangers peuvent séjourner en Russie et la quitter avec leurs passeports nationaux:

"Les étrangers arrivant en Russie, par mer, dans des lieux situés sur les frontières de terre ou dans des ports, avec les passeports exigés, dûment visés par nos Légations et Consulats, peuvent séjourner dans ces lieux ou partout ailleurs en Russie avec leurs passeports nationaux pendant six mois, sans demander le permis spécial établi pour le séjour des étrangers dans l'Empire. A leur arrivée, chacune d'eux est tenu de présenter à l'autorité locale du port son passeport national pour qu'elle y inscrive que 'tel étranger est autorisé à séjourner en Russie jusqu'à telle date (pas plus de six mois); s'il veut y demeurer plus longtemps, il est tenu de solliciter le permis établi pour le séjour des étrangers dans l'Empire.' Les étrangers qui ne sont pas restés plus de six mois dans un lieu situé sur la frontière, un port de mer ou à l'intérieur de l'Empire, peuvent ressortir du pays, soit par terre, soir par mer, quel que soit d'ailleurs le point par lequel ils y étaient primitivement entrés, avec les mêmes passeports qu'ils avaient à leur arrivée, après l'apposition sur ces passeports d'un visa de l'autorité locale de police constatant que rien ne s'oppose à leur départ.—Bulletin annexé à la 'Gazette du Sénat.'"

No. 8.

Mr. Layard to the President of the Hull and other Chambers of Commerce.

Sir, *Foreign Office, February* 11, 1865.

I AM directed by Earl Russell to acquaint you, with reference to previous correspondence with this office, that his Lordship has made inquiries respecting the dues levied in Russia by the Russia Company, which have given rise to complaints on the part of the shipping interests in this country.

Those inquiries were directed to ascertain, first, whether the Russia Company, in virtue of any concession of the Russian Government, has any monopoly which would exclude competition on the part of British shipping agents who might choose to establish themselves at St. Petersburgh independently of the Company, and charge more moderate dues than those charged by the Company.

Secondly, whether, if British shipmasters are not obliged by some regulations made by the Russian Government to place themselves in the hands of members of the Russian Company, they have not in their own hands a remedy for the grievance of which they complain, by having recourse to brokers contented with more moderate charges, and not inclined to contribute anything to the fund out of which agency, church, and poor are maintained.

Her Majesty's Chargé d'Affaires at St. Petersburgh has stated in reply to these inquiries, that there are English houses established at St. Petersburgh which are in no way connected with the factory, just as there are German and other foreign houses engaged in the Russian trade; and that there is nothing to prevent British shipping agents from establishing themselves at St. Petersburgh independently of the Company, nor are British shipmasters obliged by any regulations of the Russian Government to place themselves in the hands of the Russia Company.

But Her Majesty's Chargé d'Affaires says, it would be of little use for such independent ship-agents to establish themselves at St. Petersburgh with the declared intention of charging more moderate dues than those established by the merchants themselves. A ship-master coming to Cronstadt must be consigned to some house at St. Petersburgh; the ship-owner may appoint his own ship-agent to look after his

interest; but the agent must apply to the mercantile houses to obtain a return freight, and this he can only get on the terms the merchants choose to fix.

If, he says, the merchants, who are the persons that have established the trade, bind themselves together for mutual benefit and for no illegal purpose, they are at liberty to make bye-laws and agreements amongst themselves, and if they determine for charitable and other purposes to levy certain charges on the shipping consigned to them, and give due notice of the same to the Russian Government, those dues are enforced by the authorities, no vessel being allowed to sail before having satisfied her consignee.

The establishment, Her Majesty's Chargé d'Affaires goes on to say, of new mercantile houses independent of the factory, which would give freights to independent ship-agents employed by the owners of British vessels, might seem to afford the remedy sought for, but this could only be brought about by opening a new trade if it were possible to do so, —every branch of the actual Russian trade being in the hands of the old-established houses; but even this would not be a remedy, for the new houses that have been established at St. Petersburgh do not consider the dues actually levied to be excessive, and find it to their advantage to charge whatever is customary.

The fact, Her Majesty's Chargé d'Affaires says, is that the shipping is at the mercy of the consignees and charterers; nor can any interference on the part of Her Majesty's Government prevent the merchants from levying charges quite irrespectively of the charter of the factory. The German and other merchants, who have no charter, make the vessels consigned to them pay much heavier charges than those levied by English merchants. The merchants alone can apply a remedy to the grievance complained of, and they might perhaps be induced to agree to some reductions in the charges, especially those on steamers which make several voyages during the season, and are obliged to pay the dues each time they enter the port.

Lord Russell directs me to say that under the circumstances which I have stated, he does not see how Her Majesty's Government can interfere more at St. Petersburgh than in any other port to regulate the charges on which merchants and consignees think proper to carry on their business, or the manner in which they may think proper to deal with the proceeds of their industry.

I am, &c.
(Signed) A. H. LAYARD.

Further Correspondence respecting Dues levied by the Russia Company.

(In continuation of Papers presented to Parliament, July 7, 1864.)

Presented to both Houses of Parliament by Command of Her Majesty. 1865.

LONDON:
PRINTED BY HARRISON AND SONS.

SPIRITS.

RETURN to an Order of the Honourable The House of Commons, dated 24 February 1865;—*for*,

RETURNS "showing the Number of Gallons of PROOF SPIRITS Distilled in *England, Scotland, Ireland,* and the United Kingdom; the Gallons Delivered, Duty Paid, from Distillers' Stocks, and the Gallons put into Bond, in the Year ended the 31st day of December 1864:"

"The Number of Gallons of PROOF BRITISH SPIRITS on which Duty was Paid in each of the Three Kingdoms, and in the United Kingdom, with the Rate per Gallon, and the Amount of Duty; also, the Total Number of Gallons and Duty in the United Kingdom:"

"The Number of Gallons of PROOF BRITISH SPIRITS Consumed in each of the Three Kingdoms, and in the United Kingdom, and the Net Amount of Duty retained thereon:"

"The Number of Gallons of PROOF BRITISH SPIRITS Removed, Duty Free and Duty Paid respectively, from each Part of the United Kingdom to each of the other Parts:"

"The Number of Gallons of PROOF SPIRITS Permitted from Distillers' Stocks and Duty-free Warehouses in each of the Three Kingdoms, and in the United Kingdom, for Exportation to Foreign Parts, and the amount of Drawback or Allowance Paid thereon:"

"The Number of Proof Gallons of SPIRITS in Bonded Stores in each of the Three Kingdoms, and in the United Kingdom, on the 31st day of December 1864:"

"The Number of Gallons, at Proof Strength, of FOREIGN and COLONIAL SPIRITS, respectively, received into Rectifiers' Stocks for Rectification, and the Total Number of Gallons of PROOF BRITISH BRANDY Permitted out of Rectifiers' Stocks in each of the Three Kingdoms, and in the United Kingdom, in the Year ended the 31st day of December 1864:"

"The Number of Proof Gallons of BRITISH SPIRITS Permitted from Rectifiers' Stocks, in each of the Three Kingdoms, and in the United Kingdom, for Exportation to Foreign Parts, and the Amount of Drawback or Allowance Paid thereon:"

"And, the Total Number of Gallons of METHYLIC ALCOHOL Sold by the Excise, and the Total Number of Gallons of METHYLATED SPIRITS sent out by Persons licensed to Sell the same, under the Act 18 & 19 Vict. c. 38, in each of the Three Kingdoms, and in the United Kingdom, with the Amount of Drawback or Allowance Paid thereon, for the Year ended the 31st day of December 1864—(in continuation of Parliamentary Paper, No. 161, of Session 1864)."

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
31 *March* 1865.

RETURN showing the Number of Gallons of PROOF SPIRITS Distilled in *England, Scotland, Ireland*, and the United Kingdom; the Gallons Delivered, Duty Paid, from Distillers' Stocks, and the Gallons put into Bond, in the Year ended the 31st day of December 1864.

	Gallons of Proof Spirits Distilled.	Gallons of Proof Spirits Delivered, Duty Paid, from Distillers' Stocks.	Gallons of Proof Spirits put into Bond.
ENGLAND	8,172,382	4,370,562	3,720,442
SCOTLAND	14,869,564	1,332,175	13,368,875
IRELAND	5,422,701	207,997	5,156,438
UNITED KINGDOM	28,464,647	5,910,734	22,245,755

RETURN of the Number of Gallons of PROOF BRITISH SPIRITS on which Duty was Paid in each of the Three Kingdoms, and in the United Kingdom, with the Rate per Gallon, and the Amount of Duty; also, the Total Number of Gallons and Duty in the United Kingdom.

	Gallons of Proof Spirits on which Duty was Paid.	Rate per Gallon.	Amount of Duty.
		s. *d.*	£. *s.* *d.*
ENGLAND	9,136,608	10 –	4,568,305 14 3
SCOTLAND	7,057,874	10 –	3,528,937 14 6
IRELAND	4,845,100	10 –	2,422,549 16 4
UNITED KINGDOM	21,039,582	10 –	10,519,793 5 1

RETURN of the Number of Gallons of PROOF BRITISH SPIRITS Consumed in each of the Three Kingdoms, and in the United Kingdom, and the Net Amount of Duty retained thereon.

	Gallons of Proof British Spirits Consumed.	Duty Retained thereon.
		£. *s.* *d.*
ENGLAND	11,098,252	5,549,126 – –
SCOTLAND	5,014,121	2,507,060 10 –
IRELAND	4,090,119	2,045,059 10 –
UNITED KINGDOM	20,202,492	10,101,246 – –

ACCOUNT of the Number of Gallons of Proof British Spirits Removed, Duty Free and Duty Paid respectively, from each Part of the United Kingdom to each of the other Parts.

GALLONS OF PROOF BRITISH SPIRITS REMOVED FROM

ENGLAND to SCOTLAND.		ENGLAND to IRELAND.	
Duty Free.	Duty Paid.	Duty Free.	Duty Paid.
2,414	8,029	75,204	3,808

GALLONS OF PROOF BRITISH SPIRITS REMOVED FROM

SCOTLAND to ENGLAND.		SCOTLAND to IRELAND.	
Duty Free.	Duty Paid.	Duty Free.	Duty Paid.
2,350,299	1,659,106	668,664	4,663

GALLONS OF PROOF BRITISH SPIRITS REMOVED FROM

IRELAND to ENGLAND.		IRELAND to SCOTLAND.	
Duty Free.	Duty Paid.	Duty Free.	Duty Paid.
368,004	736,254	10,527	30,959

RETURN of the Number of Gallons of Proof Spirits Permitted from Distillers' Stocks and Duty-free Warehouses in each of the Three Kingdoms, and in the United Kingdom, for Exportation to Foreign Parts, and the Amount of Drawback or Allowance Paid thereon.

	Gallons of Proof Spirits Permitted from Distillers' Stocks and Duty-free Warehouses for Exportation to Foreign Parts.	Amount of Drawback or Allowance Paid thereon.
		£. s. d.
ENGLAND	1,214,274	9,427 1 6
SCOTLAND	3,269,178	22,924 5 9
IRELAND	558,262	1,781 11 4
United Kingdom	5,041,714	34,132 18 7

RETURN of the Number of Proof Gallons of Spirits in Bonded Stores in each of the Three Kingdoms, and in the United Kingdom, on the 31st day of December 1864.

	Gallons of Proof British Spirits in Bonded Stores on the 31st December 1864.
ENGLAND	1,052,687
SCOTLAND	4,378,609
IRELAND	5,664,073
United Kingdom	11,095,369

RETURN of the Number of Gallons, at Proof Strength, of FOREIGN and COLONIAL SPIRITS, respectively, received into Rectifiers' Stocks for Rectification, and the Total Number of Gallons of Proof BRITISH BRANDY Permitted out of Rectifiers' Stocks in each of the Three Kingdoms, and in the United Kingdom, in the Year ended the 31st day of December 1864.

	Gallons of Proof Spirits received into Rectifiers' Stocks for Rectification.		Gallons of Proof British Brandy Permitted out of Rectifiers' Stocks.
	Foreign.	Colonial.	
ENGLAND	34,366	26,199	686,966
SCOTLAND	7,667	3,152	33,308
IRELAND	- - -	- - -	10,260
UNITED KINGDOM	42,033	29,351	730,534

RETURN of the Number of Proof Gallons of BRITISH SPIRITS Permitted from Rectifiers' Stocks in each of the Three Kingdoms, and in the United Kingdom, for Exportation to Foreign Parts, and the Amount of Drawback or Allowance Paid thereon.

	Proof Gallons of British Spirits Permitted from Rectifiers' Stocks for Exportation.	Amount of Drawback or Allowance Paid thereon.
		£. s. d.
ENGLAND	231,522	118,536 5 5
SCOTLAND	311,859	159,818 5 8
IRELAND	101	52 – 4
UNITED KINGDOM	543,482	278,406 11 5

RETURN of the Total Number of Gallons of METHYLIC ALCOHOL Sold by the Excise, and the Total Number of Gallons of METHYLATED SPIRITS sent out by Persons licensed to Sell the same, under the Act 18 & 19 Vict. c. 38, in each of the Three Kingdoms, and in the United Kingdom, with the Amount of Drawback or Allowance Paid thereon, for the Year ended the 31st day of December 1864.

	TOTAL NUMBER OF GALLONS OF	
	Methylic Alcohol Sold by the Excise.	Methylated Spirits sent out by Persons licensed to Sell the same, under 18 & 19 Vict. c. 38.
ENGLAND	39,179	379,245
SCOTLAND	22,532	228,504
IRELAND	500	5,450
UNITED KINGDOM	62,211	613,199

Inland Revenue Office,
27 March 1865.

W. M. Moxon,
Chief Accountant for Excise.

SPIRITS.

RETURNS showing the Number of Gallons of PROOF SPIRITS Distilled in *England, Scotland, Ireland,* and the United Kingdom; the Gallons delivered, Duty Paid, from Distillers' Stocks, and the Gallons put into Bond, in the Year ended 31 December 1864; the Number of Gallons of PROOF BRITISH SPIRITS on which Duty was Paid in each of the Three Kingdoms, and in the United Kingdom, with the Rate per Gallon, and the Amount of Duty; also, the Total Number of Gallons and Duty in the United Kingdom; &c.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
31 *March* 1865.

Under 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 19 July 1864;—*for*,

A RETURN "showing the Number of HOUSES Licensed to sell SPIRITS for Consumption on the Premises, according to Districts of the Inland Revenue Officers, and the Number of Gallons of SPIRITS admitted into said Houses, for the Years 1861, 1862, and 1863."

INLAND REVENUE DISTRICT.	Number of Houses Licensed for the Sale of Spirits for Consumption on the Premises.	Number of Gallons of Spirits (bulk) brought into such Houses, for the Years ending 31 March		
		1861.	1862.	1863.
Aberdeen, 1st	175	29,127	32,167	35,288
„ 2d	89	16,497	18,205	21,984
Old Meldrum	57	8,011	9,632	10,586
Old Deer	55	8,757	9,444	11,775
Aboyne	40	8,030	9,318	10,252
Port Ellen	3	1,355	1,333	1,315
Bridgend	14	2,988	3,244	3,453
Lochgilphead	64	23,276	23,488	22,272
Campbelton, 1st	49	9,307	9,738	10,583
„ 2d	—	—	—	—
„ 3d	4	1,308	1,275	1,431
„ 4th	—	—	—	—
„ 5th	19	2,961	3,609	3,043
Langholm	46	6,251	7,498	7,151
Dumfries	184	43,583	44,804	47,012
Wigtown	147	27,421	27,630	26,753
Blairgowrie	103	28,470	29,840	32,164
Brechin	87	21,291	19,514	21,307
Dundee	361	156,154	180,124	195,653
St. Andrews	114	25,026	27,837	29,059
Edinburgh, 1st	96	50,026	53,549	61,987
„ 2d	51	17,010	19,528	21,082
„ 3d	84	39,443	41,348	43,959
„ 4th	127	60,950	62,365	73,198
Leith	98	33,007	35,778	39,351
Banff	83	14,916	15,839	16,689
Huntley	42	7,915	9,107	9,548
Charlestown	15	2,825	3,734	3,575
Grantown	43	11,418	11,951	17,838
Elgin	67	15,788	16,953	18,022
Glasgow, 1st	199	354,561	358,536	399,056
„ 2d	178	148,684	184,229	190,836
„ 3d	616	223,369	243,658	267,330
„ 4th	377	207,382	209,664	221,263
„ 6th	303	147,018	162,634	179,078
Ayr	400	82,522	83,765	90,236
Paisley, 2d	344	80,437	83,413	94,870
„ 1st	116	35,051	35,083	40,238
Greenock	198	66,314	74,621	76,877
Bowling	91	37,490	37,003	36,206
Kelso	137	20,767	23,273	26,505
Dunbar	89	22,315	24,383	25,283
Dalkeith	132	35,493	38,163	39,722
Alness	54	15,085	17,954	20,038
Inverness	128	46,131	51,446	50,733
Tain	44	16,405	16,506	17,259
Fort Augustus	12	3,824	3,829	4,168
Kirkliston	44	10,319	10,960	13,765
Falkirk	213	44,073	52,399	60,348
Linlithgow	71	21,662	26,846	31,343
Wishaw	345	95,274	98,663	113,860
Aberfeldy	22	5,753	6,946	8,515
Auchtermuchty	83	14,882	14,547	16,055
Crieff	71	16,426	18,497	19,114
Perth	148	31,725	35,743	33,304
Pitlochry	5	1,097	1,517	2,902
Windygates	29	6,949	7,343	7,605
Stirling	154	32,364	34,201	35,350
Alloa, 1st	17	5,992	6,787	6,276
Tullibody	4	1,058	958	815
Alloa, 2d	136	34,701	34,241	36,597
Burntisland	89	15,603	15,968	29,134
Fort William	23	7,082	7,856	7,907
Long Island	22	7,718	8,264	8,571
Mull	13	3,514	3,192	4,066
Oban	30	8,251	7,780	9,154
Orkney	48	10,590	10,965	10,383
Poolewe	23	2,929	4,237	4,432
Shetland	6	760	1,186	845
Skye	36	6,548	5,778	5,703
Thurso	42	11,920	11,679	12,317
Wick	51	20,517	21,619	21,546
TOTAL	7,451	2,633,666	2,825,184	3,066,935

Inland Revenue, Somerset House,
6 December 1864.

Wm. Corbett,
Secretary.

SPIRITS (SCOTLAND).

RETURN showing the Number of Houses Licensed to sell Spirits for Consumption on the Premises, according to Districts of the Inland Revenue Officers, and the Number of Gallons of Spirits admitted into said Houses, for the Years 1861, 1862, and 1863.

(*Mr. Whalley.*)

Ordered, by The House of Commons, *to be Printed,*
17 *February* 1865.

SPIRITS, &c. (SCOTLAND).

RETURN to an Order of the Honourable The House of Commons, dated 23 June 1865;—*for*,

RETURN "of the Number of Gallons of BRITISH, FOREIGN, and COLONIAL SPIRITS respectively, distinguishing the same, consumed in *Scotland* for each of the Six Years ending on or about the 31st day of December 1864, after giving effect to the Quantities sent Duty-paid from one part of the United Kingdom to other parts, and also giving effect to the Quantities Methylated and Exported on Drawback, according to the mode of enumeration adopted in the Third Report of the Commissioners of Inland Revenue:"

"Like RETURNS for *England* and *Ireland* respectively:"

"And, RETURN of the Number of HOUSES licensed for the RETAIL of INTOXICATING DRINKS in each Year, including both licensing Terms, from 1854 to 1864 inclusive, in *Scotland*, in each Excise Collection and District, distinguishing in each case Hotels, Grocers' Shops, and Public Houses."

(*Mr. Finlay.*)

Ordered, by The House of Commons, *to be Printed*,
5 *July* 1865.

A RETURN of the Number of Gallons of BRITISH SPIRITS consumed in *Scotland* for each of the Six Years ending on or about the 31st day of December 1864, after giving effect to the Quantities sent Duty-paid from one part of the United Kingdom to other parts, and also giving effect to the Quantities Methylated and Exported on Drawback, according to the mode of enumeration adopted in the Third Report of the Commissioners of Inland Revenue: and like RETURNS for *England* and *Ireland* respectively.

SCOTLAND.

	Gallons.	*Gallons.*
Year ended 31st December 1859:		
Spirits distilled in Scotland on which duty was paid in Scotland		7,123,017
Spirits imported from England:		
Under bond	28	
Duty paid	7,183	
		7,211
Spirits imported from Ireland:		
Under bond	861	
Duty paid	1,635	
		2,496
		7,132,724
Deduct—		
Spirits sent to England	1,579,505	
„ sent to Ireland	12,392	
„ exported on drawback	84,674	
„ methylated	51,979	
		1,728,550
Number of Gallons retained for Consumption in Scotland		5,404,174
Year ended 31st December 1860:		
Spirits distilled in Scotland on which duty was paid in Scotland		6,426,568
Spirits imported from England:		
Under bond	1,369	
Duty paid	6,483	
		7,852
Spirits imported from Ireland:		
Under bond	612	
Duty paid	4,292	
		4,904
		6,439,324
Deduct—		
Sent to England	1,539,431	
Sent to Ireland	14,674	
Exported on drawback	93,015	
Methylated	62,499	
		1,709,619
Number of Gallons retained for Consumption in Scotland		4,729,705
Year ended 31st December 1861:		
Spirits distilled in Scotland on which duty was paid in Scotland		6,069,824
Spirits imported from England:		
Under bond	—	
Duty paid	5,142	
		5,142
Spirits imported from Ireland;		
Under bond	267	
Duty paid	3,860	
		4,127
		6,079,093
Deduct—		
Sent to England	1,490,686	
Sent to Ireland	4,451	
Exported on drawback	103,343	
Methylated	69,615	
		1,668,095
Number of Gallons retained for Consumption in Scotland		4,410,998

SCOTLAND—*continued.*

	Gallons.	*Gallons.*
Year ended 31st December 1862:		
Spirits distilled in Scotland on which duty was paid in Scotland		6,189,044
Spirits imported from England:		
Under bond	—	
Duty paid	6,505	
		6,505
Spirits imported from Ireland:		
Under bond	312	
Duty paid	7,509	
		7,821
		6,303,370
Deduct—		
Sent to England	1,412,402	
Sent to Ireland	6,789	
Exported on drawback	287,385	
Methylated	96,523	
		1,803,099
Number of Gallons retained for Consumption in Scotland		4,400,271
Year ended 31st December 1863:		
Spirits distilled in Scotland on which duty was paid in Scotland		6,561,375
Spirits imported from England:		
Under bond	975	
Duty paid	5,858	
		6,833
Spirits imported from Ireland:		
Under bond	503	
Duty paid	10,585	
		11,088
		6,579,296
Deduct—		
Sent to England	1,531,759	
Sent to Ireland	6,973	
Exported on drawback	251,450	
Methylated	95,164	
		1,885,346
Number of Gallons retained for Consumption in Scotland		4,693,950
Year ended 31st December 1864:		
Spirits distilled in Scotland on which duty was paid in Scotland		6,989,209
Spirits imported from England:		
Under bond	788	
Duty paid	8,029	
		8,817
Spirits imported from Ireland:		
Under bond	1,102	
Duty paid	30,959	
		32,061
Spirits on which duty was paid to Customs		66,775
		7,096,862
Deduct—		
Sent to England	1,659,106	
Sent to Ireland	4,663	
Exported on drawback	311,859	
Methylated	107,113	
		2,082,741
Number of Gallons retained for Consumption in Scotland		5,014,121

ENGLAND.

	Gallons.	*Gallons.*
Year ended 31st December 1859:		
Spirits distilled in England on which duty was paid in England		6,601,224
Spirits imported from Scotland:		
Under bond	3,298,682	
Duty paid	1,579,505	4,878,187
Spirits imported from Ireland:		
Under bond	692,143	
Duty paid	804,170	1,496,313
		12,975,724
Deduct—		
Sent to Scotland	7,183	
Sent to Ireland	8,640	
Exported on drawback	290,871	
Methylated	92,712	399,406
Number of Gallons retained for Consumption in England		12,576,318
Year ended 31st December 1860:		
Spirits distilled in England on which duty was paid in England		6,575,672
Spirits imported from Scotland:		
Under bond	3,081,852	
Duty paid	1,539,431	4,621,283
Spirits imported from Ireland:		
Under bond	450,998	
Duty paid	636,349	1,087,347
		12,284,302
Deduct—		
Sent to Scotland	6,483	
Sent to Ireland	10,254	
Exported on drawback	259,199	
Methylated	113,981	389,917
Number of Gallons retained for Consumption in England		11,894,385
Year ended 31st December 1861:		
Spirits distilled in England on which duty was paid in England		6,532,008
Spirits imported from Scotland:		
Under bond	2,092,961	
Duty paid	1,490,686	3,583,647
Spirits imported from Ireland:		
Under bond	327,205	
Duty paid	733,841	1,061,046
		11,176,701
Deduct—		
Sent to Scotland	5,142	
Sent to Ireland	5,692	
Exported on drawback	243,024	
Methylated	106,238	360,096
Number of Gallons retained for Consumption in England		10,816,605

ENGLAND—*continued.*

	Gallons.	*Gallons.*
Year ended 31st December 1862:		
Spirits distilled in England on which duty was paid in England		6,167,504
Spirits imported from Scotland:		
Under bond	2,402,469	
Duty paid	1,412,402	
		3,814,871
Spirits imported from Ireland:		
Under bond	287,148	
Duty paid	677,952	
		965,100
		10,947,475
Deduct—		
Sent to Scotland	6,505	
Sent to Ireland	4,957	
Exported on drawback	284,449	
Methylated	192,672	
		488,583
Number of Gallons retained for Consumption in England		10,458,892
Year ended 31st December 1863:		
Spirits distilled in England on which duty was paid in England		5,982,622
Spirits imported from Scotland:		
Under bond	2,435,533	
Duty paid	1,531,759	
		3,967,292
Spirits imported from Ireland:		
Under bond	345,312	
Duty paid	759,855	
		1,105,167
		11,055,081
Deduct—		
Sent to Scotland	5,858	
Sent to Ireland	4,606	
Exported on drawback	315,074	
Methylated	168,338	
		493,876
Number of Gallons retained for Consumption in England		10,561,205
Year ended 31st December 1864:		
Spirits distilled in England on which duty was paid in England		6,398,014
Spirits imported from Scotland:		
Under bond	2,244,346	
Duty paid	1,659,106	
		3,903,452
Spirits imported from Ireland:		
Under bond	361,058	
Duty paid	736,254	
		1,097,312
Spirits on which duty was paid to Customs		133,190
		11,531,968
Deduct—		
Sent to Scotland	8,029	
Sent to Ireland	3,808	
Exported on drawback	231,522	
Methylated	190,357	
		433,716
Number of Gallons retained for Consumption in England		11,098,252

IRELAND.

	Gallons.	*Gallons.*
Year ended 31st December 1859:		
Spirits distilled in Ireland on which duty was paid in Ireland		5,600,466
Spirits imported from England:		
Under bond	98,484	
Duty paid	8,640	
		107,124
Spirits imported from Scotland:		
Under bond	839,498	
Duty paid	12,392	
		851,890
		6,559,480
Deduct—		
Sent to England	804,170	
Sent to Scotland	1,635	
Exported on drawback	170	
Methylated	4,971	
		810,946
Number of Gallons retained for Consumption in Ireland		5,748,534
Year ended 31st December 1860:		
Spirits distilled in Ireland on which duty was paid in Ireland		4,517,376
Spirits imported from England:		
Under bond	61,974	
Duty paid	10,254	
		72,228
Spirits imported from Scotland:		
Under bond	756,963	
Duty paid	14,674	
		771,637
		5,361,241
Deduct—		
Sent to England	636,349	
Sent to Scotland	4,292	
Exported on drawback	539	
Methylated	5,703	
		646,883
Number of Gallons retained for Consumption in Ireland		4,714,358
Year ended 31st December 1861:		
Spirits distilled in Ireland on which duty was paid in Ireland		4,298,356
Spirits imported from England:		
Under bond	41,603	
Duty paid	5,692	
		47,295
Spirits imported from Scotland:		
Under bond	682,876	
Duty paid	4,451	
		687,327
		5,032,978
Deduct—		
Sent to England	733,841	
Sent to Scotland	3,860	
Exported on drawback	—	
Methylated	8,679	
		746,380
Number of Gallons retained for Consumption in Ireland		4,286,598

IRELAND—*continued.*

	Gallons.	*Gallons.*
Year ended 31st December 1862:		
Spirits distilled in Ireland on which duty was paid in Ireland -	- -	3,969,796
Spirits imported from England:		
Under bond - - - - - - - - - -	29,083	
Duty paid - - - - - - - - - -	4,957	
		34,040
Spirits imported from Scotland:		
Under bond - - - - - - - - - -	654,895	
Duty paid - - - - - - - - - -	6,789	
		661,684
		4,665,520
Deduct—		
Sent to England - - - - - - - -	677,952	
Sent to Scotland - - - - - - - -	7,509	
Exported on drawback - - - - - -	132	
Methylated - - - - - - - - -	2,903	
		688,496
Number of Gallons retained for Consumption in Ireland - - -		3,977,024
Year ended 31st December 1863:		
Spirits distilled in Ireland on which duty was paid in Ireland -	- -	3,898,286
Spirits imported from England:		
Under bond - - - - - - - - - -	73,712	
Duty paid - - - - - - - - - -	4,606	
		78,318
Spirits imported from Scotland:		
Under bond - - - - - - - - - -	651,344	
Duty paid - - - - - - - - - -	6,973	
		658,317
		4,634,921
Deduct—		
Sent to England - - - - - - - -	759,855	
Sent to Scotland - - - - - - - -	10,585	
Exported on drawback - - - - - -	107	
Methylated - - - - - - - - -	1,437	
		771,984
Number of Gallons retained for Consumption in Ireland - - -		3,862,937
Year ended 31st December 1864:		
Spirits distilled in Ireland on which duty was paid in Ireland -	- -	3,968,477
Spirits imported from England:		
Under bond - - - - - - - - - -	75,204	
Duty paid - - - - - - - - - -	3,808	
		79,012
Spirits imported from Scotland:		
Under bond - - - - - - - - - -	668,156	
Duty paid - - - - - - - - - -	4,663	
		672,819
Spirits on which duty was paid to Customs - - - - -	- -	133,216
		4,853,524
Deduct—		
Sent to England - - - - - - - -	736,254	
Sent to Scotland - - - - - - - -	27,050	
Exported on drawback - - - - - -	101	
Methylated - - - - - - - - -	—	
		763,405
Number of Gallons retained for Consumption in Ireland - - -		4,090,119

Inland Revenue Office,
21 Sept. 1865.

W. M. Moxon,
Chief Accountant.

RETURN of the Number of Gallons of FOREIGN and COLONIAL SPIRITS respectively, distinguishing the same, consumed in *Scotland* for each of the Six Years ending on or about the 31st day of December 1864, after giving effect to the Quantities sent Duty Paid from one part of the United Kingdom to other parts, and also giving effect to the Quantities Methylated and Exported on Drawback, according to the mode of Enumeration adopted in the Third Report of the Commissioners of Inland Revenue; and, like RETURNS of *England* and *Ireland* respectively.

FOREIGN AND COLONIAL SPIRITS.

	QUANTITIES (deducting Over-entries) on which Duty was Collected in			Aggregate Quantity admitted to Consumption in the United Kingdom.
	England.	Scotland.	Ireland.	
Foreign Spirits, of all Sorts:	*Proof Gallons.*	*Proof Gallons.*	*Proof Gallons.*	*Proof Gallons.*
1859 - - - -	1,218,050	77,997	61,821	1,357,868
1860 - - - -	1,548,802	155,927	88,662	1,793,391
1861 - - - -	1,516,050	120,514	105,323	1,741,887
1862 - - - -	1,643,509	124,770	105,608	1,873,887
1863 - - - -	1,891,961	148,185	115,067	2,155,213
1864 - - - -	2,259,269	179,001	130,156	2,568,426
Colonial Spirits (Rum):				
1859 - - - -	3,331,975	156,715	86,450	3,575,140
1860 - - - -	3,481,286	163,150	84,364	3,728,800
1861 - - - -	3,226,362	152,801	72,221	3,451,384
1862 - - - -	3,086,641	165,032	68,082	3,319,755
1863 - - - -	3,164,041	184,979	68,618	3,417,638
1864 - - - -	3,456,334	202,493	70,132	3,728,959
Methylated Spirits (Rum):				
1859 - - - -	—	—	—	—
1860 - - - -	—	—	—	—
1861 - - - -	—	—	—	—
1862 - - - -	—	—	—	—
1863 - - - -	1,148	—	—	1,148
1864 - - - -	247	—	—	247

Note.—The foregoing statement, exhibiting the net quantities of Foreign and Colonial Spirits charged with duty in England, Scotland, and Ireland respectively, represents the actual consumption of the three countries with the closest practicable approach to exactness. There is no official record of the quantities removed from one division of the United Kingdom to another after payment of the Customs duties.

Office of the
Inspector General of Imports and Exports,
Custom House, London,
4 July 1865.

John A. Messenger.

RETURN of the Number of HOUSES LICENSED for the SALE of INTOXICATING DRINKS in each Year, including both Licensing Terms, from 1854 to 1864 inclusive, in *Scotland*, in each Excise Collection and District, distinguishing in each case Hotels, Grocers' Shops, and Public Houses.

RETURN of the Number of Houses Licensed for the Sale of Intoxicating Drinks in each Year, District, distinguishing in each case Hotels,

COLLECTIONS and DISTRICTS.	1854.				1855.				1856.				1857.				1858.			
	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.
Aberdeen, 1st District	52	135	302	6	50	187	219	6	50	169	192	7	50	176	189	9	40	180	195	9
Ditto - 2d „	17	166	38	2	17	137	57	3	17	111	65	3	15	97	44	2	11	80	67	2
Ditto - 3d „	7	15	32	1	7	15	32	1	7	15	29	–	7	16	27	–	7	16	25	–
Aboyne District	11	13	48	–	11	13	49	–	11	13	46	–	10	18	37	–	10	13	41	–
Old Deer District	19	88	80	5	19	85	79	6	18	82	75	6	18	83	75	6	15	76	82	6
Old Meldrum District	16	53	50	2	16	47	50	1	15	42	51	3	14	42	52	3	14	41	51	3
Aberdeen Collection	122	470	550	16	120	484	486	17	118	432	458	19	114	432	424	20	97	406	461	20
Bridgend District	6	–	17	–	6	–	14	–	6	–	18	–	6	–	15	–	6	–	17	–
Campbelton, 1st District	4	–	4	–	4	–	3	–	4	–	29	–	4	–	44	–	4	1	42	–
Ditto - 2d „	–	–	16	–	–	–	11	–	Licensed houses transferred to other districts.								–	–	–	–
Ditto - 3d „	–	–	9	–	–	–	9	–	–	–	9	–	–	–	9	–	–	3	7	–
Ditto - 4th „	–	–	23	–	–	–	27	–	–	–	16	–	Licensed houses transferred to other districts.							
Ditto - 5th „	14	–	7	–	14	–	7	–	14	–	18	–	14	–	19	–	14	3	16	–
Lochgilphead District	42	–	42	–	42	–	40	–	39	–	29	–	37	–	25	–	37	3	16	–
Port Ellen District	–	–	–	–	2	–	3	–	2	–	2	–	2	–	2	–	2	–	2	–
Campbelton Collection	66	–	118	–	68	–	114	–	65	–	121	–	63	–	114	–	63	10	100	–
Dumfries District	85	55	140	–	89	67	125	–	84	57	98	–	92	62	114	–	91	69	105	–
Langholm District	8	23	73	–	8	23	69	–	8	23	66	–	8	22	59	–	8	21	55	–
Wigtown District	51	25	160	–	50	38	139	–	50	40	133	–	44	32	112	–	44	26	111	–
Dumfries Collection	144	103	373	–	147	128	333	–	142	120	297	–	144	116	285	–	143	116	271	–
Blairgowrie District	51	47	99	–	42	36	110	–	45	37	109	–	44	32	108	–	43	35	101	–
Brechin District	26	77	114	–	26	64	102	–	29	59	95	–	28	56	92	–	27	54	88	–
Dundee District	16	150	396	–	16	152	402	–	16	154	400	–	17	156	405	–	17	157	415	–
St. Andrew's District	13	84	106	–	13	86	107	–	13	88	108	–	13	88	108	–	14	90	108	–
Dundee Collection	106	358	715	–	97	338	721	–	103	338	712	–	102	332	713	–	101	336	712	–
Edinburgh, 1st District	7	91	163	–	4	103	125	–	5	100	107	–	4	111	108	–	5	118	101	2
Ditto - 2d „	14	80	104	–	13	73	107	1	12	50	61	6	8	48	57	7	7	45	60	9
Ditto - 3d „	6	40	62	–	4	50	78	1	4	51	85	2	5	57	96	2	4	50	86	3
Ditto - 4th „	25	127	233	2	29	150	209	8	22	124	150	8	27	101	145	11	26	94	143	12
Ditto - 5th „	–	–	–	–	–	–	–	–	8	41	56	1	8	44	45	3	8	41	40	4
Leith	12	82	254	–	6	133	126	7	7	131	132	7	9	140	100	8	9	145	101	10
Edinburgh Collection	64	420	816	2	56	509	645	17	58	497	591	24	61	501	551	31	59	493	531	40
Banff District	29	54	60	–	30	52	60	–	30	54	63	–	30	52	65	–	30	55	67	–
Charlestown District	9	6	20	–	9	6	20	–	8	7	19	–	8	6	18	–	8	7	18	–
Elgin District	21	81	102	–	22	82	93	–	28	89	91	–	24	91	85	–	26	90	75	–
Grantown District	19	3	26	–	17	7	26	–	17	8	27	–	16	8	30	–	17	5	29	–
Huntly District	17	14	61	–	17	15	63	–	18	23	62	–	19	22	64	–	16	20	48	–
Elgin Collection	95	158	269	–	95	162	262	–	101	181	262	–	97	179	262	–	97	177	237	–
Glasgow, 1st District	–	–	276	–	–	–	246	1	–	–	232	1	–	–	221	2	8	16	183	4
Ditto - 2d „	6	17	471	–	6	18	474	–	6	18	450	–	6	19	203	–	6	19	208	–
Ditto - 3d „	1	70	407	–	1	70	389	–	1	68	357	–	14	116	735	–	15	117	746	–
Ditto - 4th „	1	47	433	–	1	31	281	–	1	30	275	–	1	25	254	–	1	24	247	–
Ditto - 5th „	11	12	156	–	11	12	160	–	11	13	146	–	11	13	132	–	11	12	133	–
Ditto - 6th „	–	24	167	–	–	32	156	–	–	30	152	–	–	31	143	–	–	34	148	–
Glasgow Collection	19	170	1,910	–	19	163	1,706	1	19	159	1,612	1	32	204	1,688	2	41	222	1,665	4

including both Licensing Terms, from 1854 to 1864 inclusive, in *Scotland*, in each Excise Collection and Grocers' Shops, and Public Houses.

1859.				1860.				1861.				1862.				1863.				1864.			
Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.
46	193	173	9	50	198	163	8	52	201	156	8	49	203	156	8	47	200	152	8	46	205	150	8
14	96	55	2	12	93	45	2	12	67	69	2	13	82	89	4	14	87	80	4	14	88	84	4
7	18	22	–	7	16	25	–	7	16	25	–	Licensed houses transferred to other districts.								–	–	–	–
10	19	35	–	10	22	32	–	10	18	34	–	11	21	32	–	11	19	32	–	12	20	30	–
16	80	75	6	12	79	71	6	12	79	68	6	12	75	66	8	13	75	62	7	13	75	62	7
14	46	46	3	10	42	45	4	10	39	45	4	9	40	54	3	9	40	54	3	11	41	52	3
107	452	406	20	101	450	381	20	103	420	397	20	94	421	397	23	91	421	380	22	96	429	378	22
6	–	15	–	6	–	15	–	6	–	7	–	6	–	11	–	6	–	10	–	6	–	8	–
4	1	32	–	5	2	39	–	5	2	35	–	5	2	33	–	5	2	36	–	5	2	36	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	3	7	–	–	2	6	–	–	2	6	–	–	2	5	–	–	2	4	–	–	3	5	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
14	3	15	–	14	3	15	–	14	5	12	–	14	4	13	–	12	2	6	–	12	2	6	–
37	3	26	–	37	3	14	–	37	3	15	–	38	5	11	–	43	8	12	–	39	8	18	–
2	–	1	–	2	–	1	–	2	–	1	–	2	–	1	–	2	–	1	–	2	–	1	–
63	10	96	–	64	10	90	–	64	12	76	–	65	13	74	–	68	14	69	–	64	15	74	–
89	70	104	–	101	75	98	–	103	72	97	–	105	73	93	–	102	69	79	–	94	71	76	–
8	22	56	–	8	23	53	–	8	22	47	–	8	21	47	–	8	20	45	–	8	21	39	–
44	27	109	–	44	26	105	–	44	23	101	–	43	23	97	–	47	32	101	–	46	29	107	–
141	119	269	–	153	124	256	–	155	117	245	–	156	117	237	–	157	121	225	–	148	121	222	–
45	35	105	–	44	35	103	–	45	35	104	–	44	35	105	–	42	41	103	–	42	40	104	–
22	56	98	–	20	64	95	–	19	57	89	–	20	60	89	–	27	60	81	–	26	60	79	–
17	160	418	–	17	166	418	–	17	170	454	–	18	171	454	–	18	171	458	–	20	175	460	–
14	90	108	–	14	90	108	–	14	90	108	–	15	90	110	–	16	92	111	–	18	92	112	–
98	341	729	–	95	355	724	–	95	352	735	–	97	356	738	–	103	367	753	–	106	367	755	–
3	112	98	3	3	94	120	5	4	100	120	3	4	88	108	2	3	91	104	3	3	90	106	2
7	43	61	9	6	41	67	10	6	42	60	9	6	43	61	7	13	44	58	8	12	50	53	8
4	47	74	4	4	48	78	5	4	54	73	3	5	88	90	2	7	87	84	6	8	94	83	13
27	100	121	22	25	108	114	17	29	114	103	23	33	123	125	18	26	122	121	19	24	135	123	20
9	40	34	4	24	43	11	4	15	43	18	4	Licensed houses transferred to other districts.								–	–	–	–
8	130	92	12	5	102	104	14	7	100	101	11	7	88	102	9	7	94	103	13	6	98	101	13
58	472	480	54	67	436	494	55	65	453	475	53	55	430	486	38	56	438	470	49	53	467	466	56
33	54	63	–	34	57	66	–	35	45	77	37	45	40	63	38	40	38	62	36	36	38	64	30
9	8	16	–	9	8	15	–	9	10	16	–	9	10	16	–	9	10	11	–	9	10	7	1
25	98	71	–	25	94	70	–	27	100	61	–	27	97	54	1	34	94	48	1	30	96	52	1
20	4	26	–	19	4	26	–	19	4	26	–	20	15	25	1	21	7	26	15	21	7	24	4
18	19	41	–	17	19	41	–	19	19	39	2	20	18	33	7	20	19	26	6	21	18	26	6
105	183	217	–	104	182	218	–	109	178	219	39	121	180	191	47	124	168	173	58	117	169	173	42
7	15	195	4	8	18	190	4	4	16	198	2	4	14	249	3	7	17	225	3	8	16	220	3
6	20	217	–	6	22	222	–	6	12	225	–	6	17	205	–	6	22	206	–	6	22	211	–
16	117	780	–	17	111	806	–	16	111	805	–	15	114	647	–	15	108	647	–	14	113	657	–
1	24	251	–	1	26	257	–	1	31	258	–	1	42	390	–	1	42	401	25	1	41	393	28
11	12	134	–	12	14	134	–	14	15	119	–	15	18	142	–	15	13	126	–	The licensed houses transferred to 6th District.			
–	35	154	–	–	38	157	–	–	43	150	–	–	51	190	–	–	55	192	–	17	81	324	3
41	223	1,731	4	44	229	1,766	4	41	228	1,755	2	41	256	1,823	3	44	257	1,797	28	46	273	1,795	34

RETURN of the Number of Houses Licensed for the Sale of Intoxicating Drinks in each Year, including both

COLLECTIONS and DISTRICTS.	1854.				1855.				1856.				1857.				1858.			
	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.
Ayr District	26	67	285	2	25	65	287	2	24	70	281	2	23	116	304	2	24	116	295	2
Bowling District	23	16	103	–	23	15	93	–	22	16	97	–	23	14	89	–	23	16	90	–
Greenock District	49	45	366	2	49	44	361	2	50	44	348	2	40	45	333	2	43	49	306	2
Paisley, 1st District	7	83	353	–	6	90	337	–	4	94	322	–	4	53	242	–	8	46	248	1
Ditto - 2d ,,	36	146	337	1	37	149	339	1	37	150	338	1	41	134	379	1	43	138	383	1
GREENOCK COLLECTION	141	357	1,444	5	140	363	1,417	5	137	374	1,386	5	131	362	1,347	5	141	365	1,322	6
Dalkeith District	66	162	79	4	64	160	72	3	64	143	79	4	70	140	72	4	70	136	72	9
Dunbar District	45	99	56	9	45	86	50	6	43	80	43	6	43	77	41	6	41	73	38	10
Kelso District	67	182	84	8	65	170	73	3	66	165	68	3	66	157	64	3	60	152	68	2
HADDINGTON COLLECTION	178	443	219	21	174	416	195	12	173	388	190	13	179	374	177	13	171	361	178	21
Alness District	1	4	50	5	1	4	52	2	1	4	49	2	1	5	43	1	5	12	62	4
Fort Augustus District	5	1	14	–	5	1	14	–	5	1	14	–	5	1	13	–	5	1	13	–
Inverness District	6	26	194	7	6	37	174	6	7	33	165	7	7	49	148	10	7	49	144	8
Tain District	9	10	51	3	9	13	49	3	9	11	47	3	9	11	51	3	9	11	46	4
INVERNESS COLLECTION	21	41	309	15	21	55	289	11	22	49	275	12	22	66	255	14	26	73	265	16
Falkirk District	51	68	214	5	52	61	213	5	52	73	206	5	54	66	202	6	54	63	199	5
Kirkliston District	7	24	53	4	7	24	49	3	7	26	52	3	8	13	55	4	7	24	41	3
Linlithgow District	14	32	53	4	15	33	55	4	15	34	54	5	16	33	53	5	15	33	54	4
Wishaw District	102	176	368	16	101	181	354	15	101	170	397	15	99	174	387	17	100	169	400	15
LINLITHGOW COLLECTION	174	300	688	29	175	299	671	27	175	303	709	28	177	286	697	32	176	289	694	27
Aberfeldy District	6	–	14	–	9	–	19	–	9	–	18	–	8	–	17	–	10	–	17	–
Auchtermuchty District	22	34	58	1	24	33	46	–	27	36	51	–	27	43	59	–	26	37	63	–
Crieff District	42	10	59	–	42	9	62	–	32	15	74	–	30	15	67	–	30	15	66	–
Perth District	13	62	219	7	13	59	195	7	13	64	170	6	13	63	161	6	13	57	164	7
Pitlochry District	5	–	8	–	5	–	8	–	6	–	8	–	6	–	8	–	6	–	8	–
Windygates District	8	74	47	–	8	64	43	–	8	63	44	–	6	50	35	–	6	48	35	–
PERTH COLLECTION	96	180	405	8	101	165	373	7	95	178	365	6	90	171	347	6	91	157	353	7
Alloa, 1st District	32	59	80	–	32	60	75	–	33	52	70	–	32	51	71	–	33	50	68	–
Ditto, 2d ,,	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Burntisland District	31	190	152	–	30	188	152	–	27	175	143	–	26	173	140	–	26	172	140	–
Stirling District	23	1	49	–	22	1	45	–	22	1	38	–	23	1	40	–	24	1	35	–
Tullibody District	41	52	101	–	40	53	87	–	40	43	76	–	40	43	77	–	40	45	79	–
STIRLING COLLECTION	127	302	382	–	124	302	359	–	122	271	327	–	121	268	328	–	123	268	322	–
COLLECTING DISTRICTS:																				
Fort William	7	3	38	–	7	3	40	–	6	3	38	–	6	3	35	–	6	3	35	–
Long Island	2	6	19	–	2	6	20	–	2	5	20	–	2	4	22	–	2	4	23	–
Mull	15	2	3	–	15	2	3	–	15	2	3	–	15	2	3	–	15	2	3	–
Oban	8	2	39	–	8	2	37	–	8	2	34	–	8	2	36	–	9	2	33	–
Orkney	3	1	61	1	3	1	61	1	3	1	62	3	3	2	65	4	3	2	61	6
Poolewe	2	1	25	–	2	1	27	–	2	1	27	–	2	1	27	–	2	1	29	–
Shetland	–	30	9	–	–	32	8	–	–	31	9	–	–	31	9	–	–	25	7	–
Skye	7	2	27	–	7	2	27	–	7	2	27	–	7	2	25	–	7	2	26	–
Thurso	16	6	20	3	16	6	20	3	15	6	20	3	16	7	25	3	16	8	26	3
Wick	14	3	56	–	14	8	49	–	14	10	48	–	14	13	42	–	14	14	41	–

Inland Revenue Office,
21 September 1865.

Licensing Terms, from 1854 to 1864 inclusive, in *Scotland*, in each Excise Collection and District, &c.—*continued*.

1859.				1860.				1861.				1862.				1863.				1864.			
Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.	Hotels.	Grocers' Shops.	Public Houses.	Other Retailers.
24	122	287	2	24	124	290	1	56	137	328	1	70	147	336	1	93	160	414	1	98	163	319	1
21	16	89	–	20	22	91	–	18	22	91	–	15	21	96	–	15	22	96	–	14	22	99	3
42	53	303	–	43	54	281	2	44	51	281	2	47	56	287	–	46	61	288	–	47	63	299	1
8	46	252	–	7	45	248	–	2	22	113	–	7	27	130	–	7	29	131	–	7	30	125	–
44	135	385	1	44	137	389	1	39	136	389	2	40	160	365	2	46	171	347	2	49	178	336	2
139	372	1,316	3	138	382	1,299	4	159	368	1,202	5	179	411	1,214	3	207	443	1,276	3	215	456	1,178	7
70	125	67	12	70	120	81	13	68	132	78	13	68	132	75	16	66	130	75	49	64	129	75	55
41	72	39	14	45	64	50	17	44	68	51	17	44	71	51	15	42	74	52	39	40	76	52	30
60	152	66	14	63	128	75	15	63	120	70	13	62	117	69	20	60	121	72	22	64	133	78	19
171	349	162	40	178	312	206	45	175	320	199	43	174	320	195	51	168	325	199	110	168	338	205	104
5	11	62	3	5	16	59	5	5	14	54	6	5	16	52	6	5	16	51	8	5	16	49	7
5	1	12	–	5	1	14	–	5	1	14	–	5	1	14	–	5	1	14	–	5	1	14	–
8	45	149	9	9	45	148	9	9	39	140	10	9	42	129	10	9	44	129	11	9	50	124	12
9	11	45	5	9	11	43	5	10	10	39	6	10	10	41	6	10	10	39	6	10	10	38	8
27	68	268	17	28	73	264	19	29	64	247	22	29	69	236	22	29	71	233	25	29	77	225	27
53	65	196	5	54	66	193	5	55	65	171	7	53	65	174	7	54	66	169	7	54	63	171	7
7	21	39	3	7	21	40	3	7	22	39	5	8	23	38	4	8	23	37	4	8	23	37	4
15	35	55	5	17	37	57	4	17	47	82	9	17	49	82	9	18	56	80	7	18	56	82	9
100	199	383	16	100	193	392	20	104	189	370	21	99	180	352	18	102	174	359	16	101	193	358	15
175	320	673	29	178	317	682	32	183	323	662	42	177	317	646	38	182	319	645	34	181	335	648	35
9	–	17	–	9	–	17	–	12	–	14	–	12	–	13	–	12	–	11	–	12	–	10	1
27	44	64	–	27	45	70	–	28	48	69	–	23	57	60	–	23	59	54	–	28	62	60	–
30	15	60	–	36	11	45	–	36	11	44	–	35	11	44	–	35	11	41	–	35	11	39	1
13	55	162	8	13	67	157	11	13	63	152	10	13	55	146	8	13	53	141	7	13	57	140	7
4	–	5	–	4	–	5	–	4	–	5	–	3	–	4	–	3	–	5	–	3	–	4	–
6	45	36	–	6	45	36	–	7	47	37	26	7	36	29	35	7	35	30	39	7	31	35	44
89	159	344	8	95	168	330	11	100	169	321	36	93	159	296	43	93	158	282	46	98	161	288	53
34	51	64	–	33	48	63	–	32	51	64	29	33	55	61	40	33	55	60	66	6	14	13	23
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	40	127	108	91
23	142	63	–	22	171	134	–	24	171	136	47	22	180	135	69	22	178	133	68	13	91	76	58
25	1	29	–	25	1	28	–	25	1	26	–	54	50	104	6	55	43	106	6	54	43	102	9
40	41	85	–	31	44	92	–	33	45	88	18	3	4	9	19	3	4	9	21	–	–	4	–
122	235	241	–	111	264	317	–	114	268	314	94	112	289	309	134	113	280	308	161	113	275	303	181
6	3	33	–	6	3	27	–	6	3	25	–	7	3	22	–	6	4	22	–	8	4	19	–
2	4	24	–	2	4	21	–	2	4	23	–	2	4	24	–	2	3	22	–	2	3	24	–
15	2	3	–	16	3	3	–	16	5	3	–	15	7	5	–	17	7	4	–	17	7	3	–
9	2	30	–	10	3	26	–	10	3	26	–	10	3	26	–	10	3	24	1	10	3	23	2
3	2	58	4	3	3	54	5	3	7	49	3	4	8	48	3	4	7	44	3	4	9	40	2
2	3	27	–	2	3	28	–	2	2	28	–	2	1	26	–	2	1	29	–	2	1	25	–
–	25	7	–	–	26	6	–	–	23	5	–	–	23	5	–	–	23	4	–	–	23	2	–
7	2	30	–	7	2	30	–	7	2	30	–	7	1	30	–	8	1	29	–	8	1	29	–
16	8	26	5	16	8	26	5	16	7	26	6	16	8	26	6	16	8	26	6	16	8	23	5
14	18	40	–	14	20	40	–	14	19	38	1	14	19	36	–	14	21	37	–	14	23	37	–

W. M. Moxon,
Chief Accountant.

SPIRITS, &c. (SCOTLAND).

RETURN of the Number of Gallons of British, Foreign, and Colonial Spirits respectively, consumed in *Scotland* in each of the Six Years ending 31 December 1864, &c.; like Returns for *England* and *Ireland* respectively; and, Return of the Number of Houses Licensed for the Retail of Intoxicating Drinks in each Year, including both Licensing Terms, from 1854 to 1864 inclusive, in *Scotland*, in each Excise Collection and District, distinguishing in each case Hotels, Grocers' Shops, and Public Houses.

(*Mr. Finlay.*)

Ordered, by The House of Commons, *to be Printed,*
5 *July* 1865.

SUGAR, &c.

RETURN to an Order of the Honourable The House of Commons, dated 14 February 1865;—*for*,

A TABULAR RETURN, "showing the Quantities of SUGAR of the several Sorts Imported into the UNITED KINGDOM, and the Quantities retained for Home Consumption, together with the RATES of DUTY charged thereon, and the NET REVENUE accruing therefrom, in each Year, from 1844 to 1864, inclusive; followed by a COMPARATIVE STATEMENT of the Average Prices of British Plantation and Foreign SUGAR (Ordinary Yellow Havannah), for the same Series of Years:"

"ACCOUNT of the IMPORTS into the UNITED KINGDOM of SUGAR, MOLASSES, RUM, COFFEE, COCOA, and COTTON, from the *West Indies*, *British Guiana*, the *Mauritius*, and *British* Possessions in *India*, for the Years 1845 to 1864, inclusive; distinguishing the Quantities Imported from each Colony and each Possession in each Year:"

"Similar ACCOUNT of the Quantities of FOREIGN SUGAR Imported, stating from whence, and the Quantities from each Place or Country:"

"ACCOUNTS of the Quantity of REFINED SUGAR and SUGAR CANDY Imported into the UNITED KINGDOM in the Years 1848 to 1864, respectively; stating the Quantity retained for Home Consumption, the Rates of Duty Paid, and the Quantity Exported:"

"And, of the Quantity and Declared Value of BRITISH REFINED SUGAR Exported from the UNITED KINGDOM in the Years 1844 to 1864, respectively (in continuation of Parliamentary Paper, No. 231, of Session 1864)."

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed*,
28 *April* 1865.

RETURN, showing the Quantities of SUGAR of the several Sorts Imported into the UNITED KINGDOM, and the Quantities retained for Home Consumption; together with the RATES of DUTY charged thereon, and the NET REVENUE accruing therefrom in each Year, from 1844 to 1864, inclusive; followed by a COMPARATIVE STATEMENT of the Average Prices of British Plantation and Foreign Sugar (Ordinary Yellow Havannah), for the same Series of Years.

QUANTITIES of SUGAR Imported into the UNITED KINGDOM.

YEARS.	BRITISH WEST INDIA.		MAURITIUS.		BRITISH EAST INDIA.		FOREIGN.					TOTAL of Unrefined Sugar.	Refined Sugar and Sugar Candy.	
							Admitted as not being the Produce of Slave Labour.				Other Foreign Sugar.			
	Cwts.		*Cwts.*		*Cwts.*		*Cwts.*				*Cwts.*	*Cwts.*	*Cwts.*	
1844	2,452,778		540,620		1,101,261		7,516				777,900	4,880,075	31,525	
1845 To 14 Mar.	241,626		196,772		273,981		23,293							
1845	Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Not equal to White Clayed.		Equal to White Clayed.	Not equal to White Clayed.		743,314	5,820,890	216,154	
1845 From 14 Mar.	*Cwts.* 136	*Cwts.* 2,612,248	*Cwts.* - -	*Cwts.* 519,401	*Cwts.* 24,832	*Cwts.* 1,039,973	- -	*Cwts.* 923	*Cwts.* 144,391					
							To 18 Aug.	726	153,771	617,266				
							The Growth of any Foreign Country.						Of British Possessions.	Foreign.
							If Imported directly from such Country.			Otherwise Imported.				
								Equal to White Clayed.	Not equal to White Clayed.	—				
								Cwts.	*Cwts.*	*Cwts.*			*Cwts.*	*Cwts.*
1846	476	2,146,887	23	845,175	32,844	1,399,430	From 18 Aug.	26,465	384,650	14,794		5,622,507	5,751	90,797
1847	4,821	3,195,000	224	1,193,347	24,202	1,382,952	- -	41,018	2,350,467	17,496		8,209,527	11,941	84,324
							To 12 July	5,906	700,631	120,934				
								Equal to White Clayed.	Equal to Brown Clayed, but not equal to White Clayed.	Not equal to Brown Clayed.				
								Cwts.	*Cwts.*	*Cwts.*				
1848	2,179	2,793,132	216	886,068	54,273	1,278,474	From 12 July	42,693	956,782	28,643		6,869,931	31,114	195,643
1849	6,256	2,833,655	742	897,073	70,818	1,403,656	- -	43,533	1,604,244	77,372		6,937,349	55,794	248,598
1850	2,000	2,585,420	580	1,002,716	43,678	1,306,618	- -	57,218	1,163,141	130,164		6,291,535	12,675	345,194
1851	3,346	3,062,014	37	999,999	23,235	1,547,599	- -	89,193	2,009,517	197,594		7,932,534	31,490	417,051
1852	11,134	3,391,417	977	1,121,018	68,107	1,235,543	- -	79,983	907,052	81,530		6,896,761	4,406	299,512
1853	2,564	2,828,160	1,232	1,250,975	95,047	1,128,912	- -	65,871	1,671,764	239,765		7,284,290	15,617	319,478
1854 To 5 July	1,883	1,338,292	6,686	1,026,861	11,813	354,584								
		Not equal to White Clayed.	Not equal to Brown Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.							
1854							- -	109,576	1,855,275	1,254,900		9,112,364	5,959	399,555
		Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*							
1854 From 5 July	*2,101	890,806	1,211,234	2,591	243,354	382,127	19,961	261,445	138,875					
1855	6,010	1,166,409	1,755,252	2,033	549,308	811,791	13,374	553,939	164,782	- -	65,630	999,100	1,236,505	7,324,135	11,747	412,676
1856	3,399	1,253,280	1,560,999	10,243	834,423	802,590	55,173	666,967	508,289	- -	23,711	800,426	1,241,740	7,761,240	5,170	182,041
1857	9,171	1,286,132	1,664,806	30,249	555,195	598,885	25,148	585,784	570,605	- -	37,307	1,126,127	1,901,287	8,390,696	533	328,589
1858	11,794	1,440,424	2,046,853	48,853	501,755	535,893	34,570	454,825	306,917	- -	80,677	1,757,305	1,790,930	9,010,796	204	386,635
1859	1,131	996,654	2,137,501	38,955	510,411	619,975	55,273	513,305	376,176	- -	93,344	1,646,518	2,109,301	9,098,544	856	261,605
1860	10,183	1,076,364	2,289,493	14,056	636,243	513,433	7,507	442,964	331,142	- -	54,770	1,589,715	1,851,407	8,817,277	922	344,089
1861	2,473	1,182,104	2,510,572	12,092	886,430	605,439	22,706	387,943	355,076	- -	37,961	1,770,913	2,625,696	10,399,405	4,059	241,795
1862	4,577	1,284,975	2,589,222	9,154	426,019	251,260	20,803	218,070	178,870	- -	58,893	1,858,695	2,983,653	9,884,191	3,053	321,409
1863	8,266	1,260,411	2,357,483	19,864	1,075,192	540,615	460	71,044	239,337	- -	27,488	1,639,935	3,484,427	10,724,522	910	296,679
	Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.	Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.	Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.	Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.				
			Equal to Brown Muscovado. Not equal to Brown Muscovado.			Equal to Brown Muscovado. Not equal to Brown Muscovado.			Equal to Brown Muscovado. Not equal to Brown Muscovado.			Equal to Brown Muscovado. Not equal to Brown Muscovado.			
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*				
1864 To 16 April	34,346	1,146,345	330,653	62,011	682,067	90,793	28,041	356,244	56,068	99,663	2,360,062	490,670	10,754,453	19,969	925,694	
1864 From 16 Ap.			1,480,141 277,211			97,545 122,013			175,587 257,655			1,971,780 635,558				

QUANTITIES of SUGAR retained for Actual Consumption in the UNITED KINGDOM.

BRITISH WEST INDIA and MAURITIUS.		BRITISH EAST INDIA.		FOREIGN.					TOTAL of Unrefined Sugar.	Refined Sugar and Sugar Candy.		Net Revenue from Duties on Sugar of all Sorts.	Average Prices per Cwt. of Muscovado Sugar, exclusive of Duty.			Average Prices per Cwt. of Havannah Sugar (Ordinary Yellow), exclusive of Duty.
				Admitted as not being the Produce of Slave Labour.			Other Foreign Sugar.						British West India.	Mauritius.	British East India.	
Cwts.		*Cwts.*		*Cwts.*			*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*		£.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
3,084,139		1,045,206		11			87	4,129,443	6			5,203,270	33 8	32 10	35 1	21 8
272,630		115,095		74												
Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Not equal to White Clayed.		Equal to White Clayed.	Not equal to White Clayed.	53	4,856,624	56			3,574,471	32 11	31 10	33 5	26 4
Cwts. 31	*Cwts.* 3,275,480	*Cwts.* 22,114	*Cwts.* 1,093,967	- -	*Cwts.* 1,075	*Cwts.* 76,105										
				To 18 Aug.	21,517		64									
				The Growth of any Foreign Country.							Of British Possessions.	Foreign.				
				If Imported directly from such Country.			Otherwise Imported.									
					Equal to White Clayed.	Not equal to White Clayed.	—									
					Cwts.	*Cwts.*	*Cwts.*				*Cwts.*	*Cwts.*				
611	3,175,989	36,000	1,404,909	From 18 Aug.	12,898	568,253	7				4,798	13,610				
4,638	3,618,428	16,836	1,165,587	- -	12,822	961,167	30	5,779,508	9,335	16,795		4,405,237	28 3	30 4	27 -	25 10
				To 12 July	990	949,724	14									
					Equal to White Clayed.	Equal to Brown Clayed, but not equal to White Clayed.	Not equal to Brown Clayed.									
					Cwts.	*Cwts.*	*Cwts.*									
2,512	3,569,069	39,625	1,310,126	From 12 July	3,184	257,402	9,650									
								6,142,296	20,925	25,266		4,557,337	23 8	23 3	25 4	21 4
7,177	4,047,804	85,094	1,269,134	- -	3,189	469,383	23,906	5,905,687	59,860	15,277		3,912,170	25 4	25 1	27 4	22 8
2,596	3,783,406	45,999	1,351,096	- -	16,678	804,289	87,428	6,091,492	15,046	101,289		3,884,441	26 1	25 -	27 3	21 2
2,246	3,594,622	35,115	1,222,523	- -	65,983	1,229,694	83,364	6,233,547	35,924	302,155		3,979,141	25 6	26 2	25 10	23 5
11,692	4,672,637	28,320	1,503,692	- -	86,130	572,432	23,964	6,898,867	5,052	268,939		3,893,656	22 5	23 -	23 10	21 11
5,766	4,373,715	114,691	1,246,682	- -	38,321	1,311,304	182,354	7,272,833	10,942	203,814		4,083,836	24 6	24 8	26 10	24 5
8,683	2,634,906	28,679	688,616													
	Not equal to White Clayed.	Not equal to Brown Clayed.														
				- -	62,941	1,397,899	978,451	8,028,758	9,975	293,674		4,741,757	22 8	21 8	24 2	23 9
	Cwts.	*Cwts.*														
1,642	815,349	1,138,484	6,961	197,362	68,785											
1,859	1,620,784	2,551,611	10,387	525,787	227,286	- -	11,353	1,007,491	1,302,590	7,259,148	10,112	277,897	5,058,500	25 1	24 3	28 -	26 7
2,910	1,850,089	2,481,948	4,630	531,565	323,578	- -	3,431	622,930	992,389	6,813,470	1,444	256,601	5,129,646	30 -	29 3	31 5	31 6
19,196	1,555,569	1,857,206	17,070	573,044	483,333	- -	10,978	975,056	1,630,138	7,121,590	377	297,551	6,055,034	36 11	36 -	37 5	38 -
38,785	1,885,234	2,697,289	5,083	377,256	369,482	- -	33,310	1,488,430	1,595,387	8,490,256	326	255,914	5,848,170	27 6	26 3	26 2	29 7
26,577	1,473,781	2,694,381	62,573	553,870	317,876	- -	37,520	1,592,262	1,883,080	8,641,920	781	241,598	5,935,909	26 7	26 2	27 7	28 6
11,832	1,501,176	2,702,774	7,213	415,761	372,178	- -	25,565	1,450,829	2,019,554	8,506,882	605	264,509	5,833,484	27 5	28 1	29 8	29 4
8,409	2,001,451	2,821,470	4,642	306,186	247,137	- -	21,050	1,532,552	1,994,396	8,937,302	909	242,769	6,104,325	24 5	26 8	24 1	26 6
5,415	1,525,442	2,676,323	18,384	212,387	214,825	- -	22,617	1,684,602	2,751,627	9,111,622	1,280	266,917	6,215,346	22 3	24 4	22 9	22 9
3,589	1,912,945	2,689,221	932	143,549	178,176	- -	6,518	1,391,164	2,876,429	9,202,523	1,267	249,004	6,249,815	21 7	22 11	21 7	22 -
Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.	Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.	Equal to White Clayed.	Equal to Brown Clayed but not equal to White Clayed.	Not equal to Brown Clayed.								
		Equal to Brown Muscovado. Not equal to Brown Muscovado.			Equal to Brown Muscovado. Not equal to Brown Muscovado.			Equal to Brown Muscovado. Not equal to Brown Muscovado.								
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*								
41,398	1,616,353	499,864	9,586	128,234	103,024	43,971	1,742,345	709,811	8,937,313	4,924	794,420	5,157,083	27 9	28 9	22 8	27 10
		1,352,259 321,952			60,644 128,681			1,671,815 507,376								

* Since the equalization of the duties on 5th July 1854, the entries of Sugar imported or admitted to consumption have ceased to distinguish its origin; but this being indicated with sufficient precision by the place of shipment, which the entries specify as formerly, the present Return is continued without alteration in its form.

(*continued*)

RETURN, showing the Quantities of Sugar of the several Sorts imported into the United Kingdom, and the Quantities retained for Home Consumption; together with the Rates of Duty, &c.—*continued.*

RATES OF DUTY ON SUGAR, PER CWT., 1844 TO 1864.

UNREFINED SUGAR.

YEARS.	BRITISH WEST INDIA AND MAURITIUS (Brown, Muscovado, or Clayed).	EAST INDIA.		FOREIGN (Brown, Muscovado, or Clayed).
		Of any British Possession within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is prohibited, and Imported from thence.	Of any other British Possession within those Limits, and Imported from thence.	
	Per cwt. £. s. d.	£. s. d.	£. s. d.	*Per cwt.* £. s. d.
1840: from 15 May (additional 5 per cent.)	1 5 2⅔	1 5 2⅔	1 13 7⅓	3 6 1⅓
1844: from 10 Nov.	„	„	„	The Growth of any Foreign Country, the Sugar of which Her Majesty has declared to be admissible, as not being the Produce of Slave Labour: 1 15 8⅔ — Other Foreign Sugar: 3 6 1⅓
	Equal to White Clayed. / Not equal to White Clayed.	Equal to White Clayed. / Not equal to White Clayed.	Equal to White Clayed. / Not equal to White Clayed.	Equal to White Clayed. / Not equal to White Clayed.
1845: from 14 March	£. s. d. 16 4 / 14 –	£. s. d. 16 4 / 14 –	£. s. d. 1 1 9 / 18 8	£. s. d. 1 8 – / 1 3 4 — 3 3 –
1846: from 18 Aug.	„ / „	„ / „	1 – 5 / 17 6	The Growth of any Foreign Country. If Imported directly from such Country: Equal to White Clayed. 1 4 6 / Not equal to White Clayed. 1 1 – — Otherwise Imported. 2 2 –
1847: from 5 July	„ / „	„ / „	19 10 / 17 –	1 3 4 / 1 – – / „

REFINED SUGAR AND SUGAR CANDY.

	REFINED SUGAR (FOREIGN).	BROWN SUGAR CANDY (FOREIGN).	WHITE SUGAR CANDY (FOREIGN).
	Per cwt. £. s. d.	*Per cwt.* £. s. d.	*Per cwt.* £. s. d.
1840: from 15 May (additional 5 per cent.)	8 16 4⅔	5 17 7⅓	8 16 4⅔
1844: from 10 Nov.	„	„	„
	Of any British Possession in America, of Mauritius, or of any British Possession within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is prohibited.		OF OTHER ORIGIN.
	Not equal to Double Refined. / Equal to Double Refined.	Candy, Brown.	Candy, White.	Refined.	Candy, Brown.	Candy, Wh
1845: from 14 March	£. s. d. 18 8 / 1 1 –	£. s. d. 1 6 –	£. s. d. 1 15 –	£. s. d. 8 8 –	£. s. d. 5 12 –	£. s. d. 8 8
	Of any British Possession in America, of Mauritius, or any British Possession within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is prohibited.	Of British Possessions within the Limits of the East India Company's Charter, into which the Importation of Foreign Sugar is not prohibited.	The Growth of any Foreign Country.	
	Not equal to Double Refined. / Double Refined and Candy.	Not equal to Double Refined. / Double Refined and Candy.	If Imported directly from such Country: Not equal to Double Refined. / Double Refined and Candy.	Otherwise Imp
1846: from 18 Aug.	£. s. d. – 18 8 / 1 1 –	£. s. d. 1 3 4 / 1 6 3	£. s. d. 1 8 – / 1 11 6	£. s. d. 3 3
1847: from 5 July	„ / „	1 2 8 / 1 5 6	1 6 8 / 1 10 –	3 3

	Of any British Possession into which the Importation of Foreign Sugar is prohibited.		OF OTHER BRITISH POSSESSIONS.			FOREIGN SUGAR.			Of any British Possession into which the Importation of Foreign Sugar is prohibited.	OF OTHER BRITISH POSSESSIONS.	FOREIGN.
	Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Equal to Brown Clayed, but not equal to White Clayed.	Not equal to Brown Clayed.	Equal to White Clayed.	Equal to Brown Clayed, but not equal to White Clayed.	Not equal to Brown Clayed.			
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1848: from 12 July	15 2	13 –	18 4	17 –	15 9	1 1 7	1 – –	18 6	17 4	1 2 –	1 6 8
1849: from 5 July	14 –	12 –	16 11	15 8	14 6	19 10	18 6	17 –	16 –	1 – 4	1 4 8
1850: from 5 July	12 10	11 –	15 5	14 4	13 3	18 1	17 –	15 6	14 8	18 8	1 2 8
1851: from 5 July	11 8	10 –	14 –	13 –	12 –	16 4	15 6	14 –	13 4	17 –	1 – 8
1852: from 5 July	„	„	13 5	12 5	11 6	15 2	14 6	13 –	„	16 4	19 4
1853: from 5 July	„	„	12 10	11 10	11 –	14 –	13 –	12 –	„	15 4	17 4
1854: from 9 May	13 5	11 6	14 $9\frac{3}{10}$	13 $7\frac{3}{10}$	12 $7\frac{6}{10}$	16 $1\frac{3}{10}$	14 $11\frac{4}{10}$	– – $9\frac{6}{10}$	15 4	17 $7\frac{6}{10}$	19 $11\frac{3}{10}$
			On all Sorts, of whatever Growth, and whencesoever Imported.							On all Sorts, of whatever Growth, and whencesoever Imported.	
			Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.						
1854: from 5 July			£. s. d. 14 –	£. s. d. 12 –	£. s. d. 11 –				From 5 July	£. s. d. 17 4	
1855: from 21 April			17 6	15 –	13 9				From 2 August	16 –	
1856			17 6	15 –	13 9					1 – –	
1857: from 5 April			16 –	13 10	12 8					1 – –	
1858			16 –	13 10	12 8					18 4	
1859			16 –	13 10	12 8					18 4	
1860			16 –	13 10	12 8					18 4	
1861			16 –	13 10	12 8					18 4	
1862			16 –	13 10	12 8					18 4	
1863			16 –	13 10	12 8					18 4	
					Equal to Brown Muscovado.	Not equal to Brown Muscovado.					
1864	from 16 April		11 8	10 6	£. s. d. 9 4	£. s. d. 8 2			from 5 May	12 10	

Office of the Inspector General of Imports and Exports,
Custom House, London, 25 April 1865.

JOHN A. MESSENGER.

AN ACCOUNT of the IMPORTS into the UNITED KINGDOM of SUGAR, MOLASSES, RUM, COFFEE, COCOA, and COTTON, from the *West Indies, British Guiana*, the *Mauritius*, and *British* Possessions in *India*, for the Years 1845–1864, both inclusive, distinguishing the Quantities Imported from each Colony and Possession in each Year;—also, the Quantities of FOREIGN SUGAR Imported, stating from whence, and the Quantities from each Place or Country.

1.—SUGAR Imported from the *British West Indies, British Guiana, Mauritius*, and the *British* Possessions in the *East Indies*.

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854: To 5 July.	1854: From 5 July.	1854: Total.
UNREFINED SUGAR, the Produce of British Possessions:	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Antigua	209,971	102,644	240,199	161,890	188,980	123,845	200,109	185,639	202,408	76,298	*	
Barbadoes	351,484	302,496	469,021	403,309	488,619	524,651	583,830	743,010	580,050	316,238		
Dominica	57,883	52,700	65,452	58,000	48,565	51,816	60,239	63,575	57,293	25,015		
Grenada	71,249	76,931	104,951	89,662	82,499	92,803	121,378	125,008	93,668	27,150		
Jamaica	742,855	572,875	751,408	627,008	633,471	574,796	627,768	511,247	441,197	160,694		
Montserrat	10,286	5,316	7,657	39	63	1,607	7,675	2,427	—	—		
Nevis	30,858	26,665	41,833	19,093	24,622	15,508	33,309	33,489	38,104	9,063		
St. Christopher	122,773	90,075	149,096	79,971	93,183	70,717	121,681	93,626	100,999	61,543		
St. Lucia	71,250	63,562	88,368	61,154	67,404	53,903	69,928	73,484	66,969	24,228		
St. Vincent	132,673	129,870	175,615	144,116	158,186	139,567	163,409	176,591	137,802	43,899		
Tobago	62,709	38,822	69,240	53,480	51,276	44,297	45,129	68,352	57,939	8,503		
Tortola	6,175	6,342	8,285	2,434	928	1,406	2,815	161	—	—		
Trinidad	364,152	353,293	393,523	391,655	424,183	366,214	441,756	483,853	481,112	158,392		
Bahamas	-	-	-	-	-	-	-	-	-	101		
Bermudas	-	-	-	2	254	—	—	—	—	—		
Demerara	499,102	252,449	522,389	570,030	515,179	470,107	511,837	739,120	510,748	392,464		
Berbice	120,575	73,307	112,777	133,144	62,476	55,192	73,930	99,178	61,945	36,583		
TOTAL from the British West Indies and British Guiana	2,853,995	2,147,347	3,199,814	2,794,987	2,839,888	2,586,429	3,064,793	3,398,760	2,830,234	1,340,171		
From Mauritius	716,173	845,197	1,193,571	886,282	897,815	1,003,296	999,237	1,121,996	1,252,208	1,033,546		
British Possessions in the East Indies; viz.—												
Bengal Presidency						1,133,977	1,251,425	982,845	869,084	97,322		
Madras Presidency	1,333,895	1,427,586	1,397,026	1,328,230	1,465,905	170,202	282,026	281,707	293,050	239,752		
Bombay Presidency						-	2	-	2	11		
Penang						45,511	32,425	37,430	61,820	26,459		
Ceylon	2,866	3,480	7,557	4,228	8,308	1	4,874	1,667	-	2,853		
Singapore	1,678	1,208	2,569	288	257	606	81	-	2	—		
AGGREGATE of the Importations from the British Possessions enumerated above	4,908,607	4,424,818	5,800,537	5,014,015	5,212,173	4,940,022	5,634,863	5,824,405	5,306,400	2,740,114		
UNREFINED SUGAR, of Foreign Produce:												
Antigua	42	-	60	1	4	15	125	23	5	—		
Barbadoes	1	-	-	5	511	-	10	2	10	5		
Dominica	-	-	-	-	-	-	-	18	—	—		
Grenada	3	-	-	-	4	47	3	—	—	—		
Jamaica	12	8	131	313	8	223	55	12	11	205		
Montserrat	979	-	615	—	—	—	—	—	—	—		
Nevis	-	49	501	-	5	10	-	-	93	—		
St. Christopher	-	947	1,280	387	469	-	349	604	920	409		
St. Lucia	-	4	3	-	-	-	2	2	12	—		
St. Vincent	-	-	-	-	-	14	-	2	4	—		
Tobago	-	-	-	-	-	-	-	-	11	—		
Tortola	1,002	444	-	-	-	-	255	—	—	—		
Trinidad	-	-	2	18	216	6	16	4	8	—		
Bahamas	1,669	3,356	-	1,607	—	—	—	—	—	—		
Bermudas	-	-	-	-	561	-	833	—	—	—		
Demerara	-	-	1	2	603	2,591	9,379	8,521	10,964	3,485		
Berbice	-	-	366	-	1	23	54	4	688	—		
TOTAL from the British West Indies and British Guiana	3,708	4,808	2,959	2,333	2,382	2,929	11,081	9,192	12,726	4,104		
From Mauritius	60	-	368	41	25	14	1,032	68	61	571		
British Possessions in the East Indies; viz.—												
Bengal Presidency						6	467	173	542	185		
Madras Presidency	1,530	37,463	3,206	1,308	5,234	31	-	2	76	10		
Bombay Presidency						13,110	8,128	2	699	1		
Penang						—	—	—	—	—		
Ceylon	-	-	-	8	—	—	—	—	—	—		
Singapore	689	925	10,507	5,432	3,090	6,983	6,002	58	102	2,486		
AGGREGATE of the Importations from the British Possessions enumerated above	5,987	43,196	17,040	9,122	10,731	23,073	26,710	9,495	14,206	7,357		

(*continued*)

* Since 5th July 1854, Sugar, of whatever growth, has been subject to a uniform scale of duties, and all distinctions in respect of origin have, by a necessary consequence, ceased to be observed in the Entries at the Custom House. In the foregoing Account of Importations, therefore, Sugar the produce of the British Possessions and Sugar of Foreign Produce cannot be shown separately after the date above-mentioned. The Importations of Sugar, irrespectively of the distinction of produce, are exhibited in a continuous annual series to the close of the year 1864, in the following page (6).

1.—SUGAR Imported from the *British West Indies, British Guiana,* - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	To 5 July.
UNREFINED SUGAR of British and Foreign Produce, conjointly:	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Antigua - - -	210,013	102,644	240,259	161,891	188,984	123,860	200,234	185,662	202,413	76,298
Barbadoes - - -	351,485	302,496	469,021	403,314	489,130	524,651	583,840	743,012	580,060	316,243
Dominica - - -	57,883	52,700	65,452	58,000	48,565	51,816	60,239	63,593	57,293	25,015
Grenada - - -	71,252	76,931	104,951	89,662	82,503	92,850	121,381	125,008	93,668	27,150
Jamaica - - -	742,867	572,883	751,539	627,321	633,479	575,019	627,823	511,259	441,208	160,899
Montserrat - - -	11,265	5,316	8,272	39	63	1,607	7,675	2,427	- -	- -
Nevis - - - -	30,858	26,714	42,334	19,093	24,627	15,518	33,309	33,489	38,197	9,063
St. Christopher - -	122,773	91,022	150,376	80,358	93,652	70,717	122,030	94,230	101,919	61,952
St. Lucia - - -	71,250	63,566	88,371	61,154	67,404	53,903	69,930	73,486	66,981	24,228
St. Vincent - - -	132,673	129,870	175,615	144,116	158,186	139,581	163,409	176,593	137,806	43,899
Tobago - - -	62,709	38,822	69,240	53,480	51,276	44,297	45,129	68,352	57,950	8,503
Tortola - - -	7,177	6,786	8,285	2,434	928	1,406	3,070	161	- -	- -
Trinidad - - -	364,152	353,293	393,525	391,673	424,399	366,220	441,772	483,857	481,120	158,392
Bahamas - - -	1,669	3,356	- -	1,607	- -	- -	- -	- -	- -	101
Bermudas - - -	- -	- -	- -	2	815	- -	833	- -	- -	- -
Demerara - - -	499,102	252,449	522,390	570,032	515,782	472,698	521,216	747,641	521,712	395,949
Berbice - - -	120,575	73,307	113,143	133,144	62,477	55,215	73,984	99,182	62,633	36,583
TOTAL from the British West Indies and British Guiana	2,857,703	2,152,155	3,202,773	2,797,320	2,842,270	2,589,358	3,075,874	3,407,952	2,842,960	1,344,275
From Mauritius - -	716,233	845,197	1,193,939	886,323	897,840	1,003,310	1,000,269	1,122,064	1,252,269	1,034,117
British Possessions in the East Indies; viz.—										
Bengal Presidency -						1,133,983	1,251,892	983,018	869,626	97,507
Madras Presidency -						170,233	282,026	281,709	293,126	239,762
Bombay Presidency -	1,335,425	1,465,049	1,400,232	1,329,538	1,471,139	13,110	8,130	2	701	12
Penang - -						45,511	32,425	37,430	61,820	26,459
Ceylon - -	2,866	3,480	7,557	4,236	8,308	1	4,874	1,667	- -	2,853
Singapore - -	2,367	2,133	13,076	5,720	3,347	7,589	6,083	58	104	2,486
AGGREGATE of the Importations from the British Possessions enumerated above -	4,914,594	4,468,014	5,817,577	5,023,137	5,222,904	4,963,095	5,661,573	5,833,900	5,320,606	2,747,471

- - - - - *Mauritius*, and the *British* Possessions in the *East Indies*—continued.

1854: From 5 July.	1854: Total.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
168,209	244,507	219,939	203,991	203,801	238,458	196,701	185,586	163,648	258,405	202,483	52,365
350,221	666,464	592,562	632,442	583,622	754,235	591,368	647,051	794,117	701,255	649,969	539,706
33,300	58,315	55,978	47,041	57,654	60,826	62,550	61,125	66,013	57,442	50,568	40,631
68,531	95,681	66,981	55,184	90,453	98,768	94,669	91,974	83,498	58,200	90,181	85,384
344,781	505,680	450,282	371,319	422,772	535,098	428,925	520,808	523,676	553,013	514,555	471,521
38	38	455	1,764	283	785	3,376	328	2,917	5,117	6,647	7,967
25,600	34,663	33,982	13,744	21,926	29,554	33,419	25,736	30,019	35,733	39,424	16,149
78,890	140,842	111,785	103,652	91,371	159,256	116,663	165,225	154,598	186,913	200,691	96,890
48,805	73,033	65,952	61,286	65,970	77,579	82,647	72,940	95,747	97,367	95,711	85,822
98,561	142,460	98,121	105,936	126,653	146,401	124,475	138,332	135,181	145,288	136,253	123,346
35,925	44,428	39,334	58,583	34,172	67,982	58,501	51,482	55,336	72,303	47,533	44,357
1,382	1,382	- -	- -	- -	- -	- -	- -	- -	1,748	—	—
378,855	537,247	418,902	483,078	442,476	549,626	538,150	530,533	530,009	687,300	600,482	670,793
- -	101	- -	- -	- -	4,500	191	- -	4,514	670	- -	1
- -	- -	2	- -	2	- -	- -	- -	2,922	- -	360	3
410,513	806,462	675,636	596,941	691,735	678,625	736,655	777,368	923,796	873,588	889,087	925,993
55,196	91,779	85,457	75,603	112,745	95,201	59,958	107,122	124,306	130,429	97,939	99,334
2,098,807	3,443,082	2,915,368	2,810,564	2,945,635	3,496,894	3,127,648	3,375,610	3,690,297	3,864,771	3,621,883	3,260,262
628,072	1,662,189	1,363,132	1,647,257	1,184,329	1,086,501	1,169,341	1,163,732	1,503,961	686,433	1,635,671	1,054,429
260,558	358,065	446,931	655,413	661,527	463,659	550,126	364,976	419,637	101,006	14,315	481,350
117,821	357,583	219,082	460,355	422,175	258,421	283,080	289,034	250,228	207,710	218,566	228,223
5	17	42	26,353	9,724	626	868	1,038	1,163	45	343	1,553
31,228	57,687	64,827	68,848	45,068	53,117	61,034	76,044	included with Singapore.	—	—	—
1,706	4,559	727	2	1,173	3	4,009	4	5	1	2	1
4,568	7,054	446	15,876	41,702	18,484	34,119	29,779	79,203 (including Penang).	98,641	60,051	96,637
3,142,765	5,890,236	5,010,555	5,684,668	5,311,333	5,377,705	5,230,225	5,300,217	5,944,494	4,958,607	5,550,831	5,122,455

1.—Sugar Imported from the *British West Indies, British Guiana,* - - - - - - -

	1845.		1846.		1847.		1848.		1849.		1850.		1851.		1852.	
REFINED SUGAR AND SUGAR CANDY:	Of British Possessions. Cwts.	Foreign. Cwts.	Of British Possessions. Cwts.	Foreign. Cwts.	Of British Possessions. Cwts.	Foreign. Cwts.	Of British Possessions. Cwts.	Foreign. Cwts.	Of British Possessions. Cwts.	Foreign. Cwts.	Of British Possessions. Cwts.	Foreign. Cwts.	Of British Possessions. Cwts.	Foreign. Cwts.	Of British Possessions. Cwts.	Foreign. Cwts.
Antigua	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Barbadoes	2	-	-	2	1	-	3	-	-	-	7	-	1	-	594	-
Jamaica	-	-	-	-	-	-	-	1	2	1	2	1	1	-	-	4
St. Lucia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Vincent	-	-	-	-	-	-	-	-	1,109	-	-	-	11	-	-	-
Trinidad	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bahamas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bermudas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Demerara	-	-	-	-	150	-	52	-	695	1	52	-	47	1	73	4
Berbice	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-
Total from the British West Indies and British Guiana	2	-	-	2	153	-	55	1	1,806	2	61	1	60	1	667	8
From Mauritius	-	-	-	-	277	-	192	1	277	-	142	-	28	-	1,111	2
British Possessions in the East Indies; viz.—																
Bengal Presidency											12,471	6	31,142	7	1,892	11
Madras Presidency	19	1	5,750	1	11,511	4	30,865	14	53,710	2,381	-	-	258	4	649	13
Bombay Presidency											-	-	-	7	-	-
Penang											1	—	—	—	—	—
Ceylon	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	1
Singapore	-	-	-	-	-	1	-	1	-	1	-	1	-	-	-	-
Aggregate of the Importations from the British Possessions enumerated above	21	1	5,750	3	11,941	5	31,112	17	55,793	2,384	12,675	8	31,490	19	4,319	35
SUGAR of all Sorts, collectively:																
Antigua	210,013		102,644		240,259		161,891		188,984		123,860		200,234		185,662	
Barbadoes	351,487		302,498		469,022		403,317		489,130		524,658		583,841		743,606	
Dominica	57,883		52,700		65,452		58,000		48,565		51,816		60,239		63,593	
Grenada	71,252		76,931		104,951		89,662		82,503		92,850		121,381		125,008	
Jamaica	742,867		572,883		751,539		627,322		633,482		575,022		627,824		511,263	
Montserrat	11,265		5,316		8,272		39		63		1,607		7,675		2,427	
Nevis	30,858		26,714		42,334		19,093		24,627		15,518		33,309		33,489	
St. Christopher	122,773		91,022		150,376		80,358		93,652		70,717		122,030		94,230	
St. Lucia	71,250		63,566		88,371		61,154		67,404		53,903		69,930		73,486	
St. Vincent	132,673		129,870		175,615		144,116		159,295		139,581		163,420		176,593	
Tobago	62,709		38,822		69,240		53,480		51,276		44,297		45,129		68,352	
Tortola	7,177		6,786		8,285		2,434		928		1,406		3,070		161	
Trinidad	364,152		353,293		393,525		391,673		424,399		366,220		441,772		483,857	
Bahamas	1,669		3,356		-		1,607		-		-		-		-	
Bermudas	-		-		-		2		815		-		833		-	
Demerara	499,102		252,449		522,540		570,084		516,478		472,750		521,264		747,718	
Berbice	120,575		73,307		113,145		133,144		62,477		55,215		73,984		99,182	
Total from the British West Indies and British Guiana	2,857,705		2,152,157		3,202,926		2,797,376		2,844,078		2,589,420		3,075,935		3,408,627	
From Mauritius	716,233		845,197		1,194,216		886,516		898,994		1,003,452		1,000,297		1,123,177	
British Possessions in the East Indies; viz.—																
Bengal Presidency											1,146,460		1,283,041		984,921	
Madras Presidency											170,233		282,288		282,371	
Bombay Presidency	1,335,445		1,470,800		1,411,747		1,360,417		1,526,353		13,110		8,137		2	
Penang											45,512		32,425		37,430	
Ceylon	2,866		3,480		7,557		4,236		8,308		1		4,876		1,668	
Singapore	2,367		2,133		13,077		5,721		3,348		7,590		6,083		58	
Aggregate of the Importations from the British Possessions enumerated above	4,914,616		4,473,767		5,829,523		5,054,266		5,281,081		4,975,778		5,693,082		5,838,254	

- - - - - - *Mauritius*, and the *British* Possessions in the *East Indies*—continued.

1853.		1854:				1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
		To 5 July.		From 5 July.											
Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Without distinction of Produce.	Total.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
- -	- -	- -	- -	1	1	- -	1	1	1	—	- -	—	—	—	—
2	1	1	- -	- -	1	5	1	1	1	3	6	1	- -	4	—
- -	2	- -	- -	- -	- -	- -	- -	- -	- -	1	- -	2	4	2	1
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- - -	2	—	—
- -	- -	- -	33	- -	33	- -	- -	- -	- -	2	1	3	- -	232	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	66	2	2	—
- -	1	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- - -	2	—	—
90	- -	30	- -	42	72	215	72	114	42	45	161	61	69	199	531
4	- -	1	- -	- -	1	4	10	- -	- -	6	6	14	4	- -	4
96	4	32	33	43	108	224	84	116	44	57	174	147	83	439	536
69	- -	18	3	27	48	8	17	14	64	58	78	315	43	214	913
10,571	8	393	14	4,598	5,005	10,276	2,587	272	76	108	367	3,166	146	155	12,440
4,880	6	799	6	30	835	550	1,063	80	3	588	291	383	2,757	10	6,037
1	5	- -	6	1	7	319	1,405	6	2	- -	- -	15	5	10	34
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	5	- -	- -	3	4	- -	3	—
- -	1	2	- -	- -	2	- -	1	5	- -	1	- -	1	1	- -	1
15,617	24	1,244	62	4,699	6,005	11,377	5,157	498	189	812	913	4,031	3,035	831	19,961
202,413	- - -	244,508	- - -			219,939	203,992	203,802	238,459	196,701	185,586	163,648	258,405	202,483	52,365
580,063	- - -	666,465	- - -			592,567	632,443	583,623	754,236	591,371	647,057	794,118	701,255	649,973	539,706
57,293	- - -	58,315	- - -			55,978	47,041	57,654	60,826	62,550	61,125	66,013	57,442	50,568	40,631
93,668	- - -	95,681	- - -			66,981	55,184	90,453	98,768	94,069	91,974	83,498	58,200	90,181	85,384
441,210	- - -	505,680	- - -			450,282	371,319	422,772	535,098	428,926	520,808	523,678	553,017	514,557	471,522
- - -	- - -	38	- - -			455	1,764	283	785	3,376	328	2,917	5,117	6,647	7,967
38,197	- - -	34,663	- - -			33,982	13,744	21,926	29,554	33,479	25,736	30,019	35,733	39,424	16,149
101,919	- - -	140,842	- - -			111,785	103,652	91,371	159,256	116,663	165,225	154,598	186,913	200,691	96,890
66,981	- - -	73,033	- - -			65,952	61,286	65,970	77,579	82,647	72,940	95,747	97,367	95,711	85,822
137,806	- - -	142,460	- - -			98,121	105,936	126,653	146,401	124,475	138,332	135,181	145,290	136,253	123,346
57,950	- - -	44,428	- - -			39,334	58,583	34,172	67,982	58,501	51,482	55,336	72,303	47,533	44,357
- - -	- - -	1,382	- - -			- -	- -	- -	- -	- -	- -	- - -	1,748	—	—
481,120	- - -	537,280	- - -			418,902	483,078	442,476	549,626	538,152	530,534	530,012	687,300	600,714	670,793
- - -	- - -	101	- - -			- -	- -	- -	4,500	191	- -	4,580	672	2	1
1	- - -	-	- - -			2	- -	2	- -	- -	- -	2,922	2	360	3
521,802	- - -	806,534	- - -			675,851	597,013	691,849	678,667	736,700	777,529	923,857	873,657	889,286	926,524
62,637	- - -	91,780	- - -			85,461	75,613	112,745	95,201	59,964	107,128	124,320	130,433	97,939	99,338
2,843,060	- -	3,443,190	- - -			2,915,592	2,810,648	2,945,751	3,496,938	3,127,705	3,375,784	3,690,444	3,864,854	3,622,322	3,260,798
1,252,338	- -	1,662,237	- - -			1,363,140	1,647,274	1,184,343	1,086,565	1,169,399	1,163,810	1,504,276	686,476	1,635,885	1,055,342
880,205	- - -	363,070	- - -			457,207	658,000	661,799	463,735	550,234	365,343	422,863	101,152	14,470	493,790
298,012	- - -	358,418	- - -			219,632	461,418	422,255	258,424	283,668	289,325	250,611	210,467	218,576	234,260
707	- - -	24	- - -			361	27,758	9,730	628	868	1,038	1,178	50	353	1,587
61,820	- - -	57,687	- - -			64,827	68,848	45,068	53,117	61,034	76,044	included with Singapore.			
- - -	- - -	4,559	- - -			727	2	1,178	3	4,009	7	9	1	5	1
105	- - -	7,056	- - -			446	15,877	41,707	18,484	34,120	29,779	79,204 (including Penang).	98,642	60,051	96,638
5,336,247	- -	5,896,241	- -			5,021,932	5,689,825	5,311,831	5,377,894	5,231,037	5,301,130	5,948,525	4,961,642	5,551,662	5,142,416

2.—MELASSES Imported from the *British West Indies, British Guiana,* - - -

MELASSES, the Produce of British Possessions:	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Antigua	100,905	46,196	105,683	63,226	89,972	57,297	95,262	72,381
Barbadoes	70,693	73,462	78,519	67,577	124,322	121,720	99,256	144,656
Dominica	9,466	8,866	10,668	7,551	7,767	9,640	9,481	7,160
Grenada	4,097	2,832	4,010	418	10,542	5,906	3,146	2,426
Jamaica	38	175	247	5	102	82	3	551
Montserrat	2,108	1,482	1,850	- -	19	137	1,796	493
Nevis	2,606	6,965	10,727	97	2,844	162	2,045	1,893
St. Christopher	13,254	21,714	23,169	6,558	23,883	25,359	22,684	11,753
St. Lucia	5,724	7,704	7,198	5,519	10,037	4,801	4,779	5,972
St. Vincent	24,900	39,815	30,864	15,965	36,984	20,249	30,190	26,310
Tobago*	7,083	4,103	5,138	1,520	4,769	3,839	1,475	1,181
Tortola	322	1,180	858	- -	- -	306	—	—
Trinidad	94,465	134,191	110,039	104,635	138,294	105,678	113,991	115,087
Bahamas	—	—	—	—	—	—	—	—
Demerara	136,619	120,050	126,219	96,983	150,477	103,477	98,940	79,083
Berbice	18,803	8,888	15,982	15,430	5,475	11,634	9,008	3,987
TOTAL from the British West Indies and British Guiana	491,083	477,623	531,171	385,484	605,487	470,187	492,056	472,933
From Mauritius	1,564	150	11,295	6,740	11,386	13,930	740	—
British Possessions in the East Indies; viz.—								
Bengal Presidency						13,968	9,848	5,580
Madras Presidency	24,947	50,233	54,286	19,853	12,096	366	—	—
Bombay Presidency						—	—	—
Penang						—	—	—
Ceylon	- - -	- - -	206	—	—	—	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	517,594	528,006	596,958	412,077	628,969	498,451	502,644	478,513
MELASSES, of Foreign Produce:								
Antigua	29	9	- -	61	7	8	28	39
Barbadoes	- - -	- - -	- -	- -	- -	- -	504	- -
Grenada	- - -	- - -	- -	- -	18	—	—	—
Jamaica	- - -	2	- -	- -	- -	- -	- -	2
St. Christopher	- - -	- - -	- -	- -	31	- -	- -	- -
St. Lucia	- - -	- - -	- -	- -	- -	- -	- -	1
St. Vincent	- - -	- - -	- -	- -	408	- -	- -	- -
Tobago	- - -	- - -	- -	- -	10	10	—	—
Trinidad	- - -	- - -	12	20	42	29	47	10
Bermudas	- - -	- - -	- -	- -	- -	- -	95	—
Demerara	4	- - -	7,595	1,006	346	3,438	1,480	311
Berbice	- - -	120	199	- -	- -	- -	463	- -
TOTAL from the British West Indies and British Guiana	33	131	7,806	1,087	862	3,485	2,617	363
From Mauritius	—	—	—	—	—	—	—	—
British Possessions in the East Indies; viz.—								
Bengal Presidency							- -	57
Madras Presidency							4	—
Bombay Presidency	2	35	- -	- -	- -	- -	—	—
Penang							—	—
Singapore	—	—	—	—	—	—	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	35	166	7,806	1,087	862	3,485	2,621	420
MELASSES of all Sorts, collectively:								
Antigua	100,934	46,205	105,683	63,287	89,979	57,305	95,290	72,420
Barbadoes	70,693	73,462	78,519	67,577	124,332	121,720	99,760	144,656
Dominica	9,466	8,866	10,668	7,551	7,767	9,640	9,481	7,160
Grenada	4,097	2,832	4,010	418	10,560	5,906	3,146	2,426
Jamaica	38	177	247	5	102	82	3	553
Montserrat	2,108	1,482	1,850	- -	19	137	1,796	493
Nevis	2,606	6,965	10,727	97	2,844	162	2,045	1,893
St. Christopher	13,254	21,714	23,169	6,558	23,914	25,359	22,684	11,753
St. Lucia	5,724	7,704	7,198	5,519	10,037	4,801	4,779	5,973
St. Vincent	24,900	39,815	30,864	15,965	37,392	20,249	30,190	26,310
Tobago	7,083	4,103	5,138	1,520	4,779	3,749	1,475	1,181
Tortola	322	1,180	858	- -	- -	306	- -	- -
Trinidad	94,465	134,191	110,051	104,655	138,336	105,707	114,038	115,097
Bahamas	- - -	- - -	- -	- -	- -	- -	- -	- -
Bermudas	- - -	- - -	- -	- -	- -	- -	95	—
Demerara	136,623	120,050	133,814	97,989	150,823	106,915	100,420	79,394
Berbice	18,803	9,008	16,181	15,430	5,475	11,634	9,471	3,987
TOTAL from the British West Indies and British Guiana	491,116	477,754	538,977	386,571	606,349	473,672	494,673	473,296
From Mauritius	1,564	150	11,295	6,740	11,386	13,930	740	- -
British Possessions in the East Indies; viz.—								
Bengal Presidency						13,968	9,848	5,637
Madras Presidency	24,949	50,268	54,286	19,853	12,096	366	4	- -
Bombay Presidency						- -	- -	- -
Penang						- -	- -	- -
Ceylon	- - -	- - -	206	—	—	—	—	—
Singapore	- - -	- - -	- -	- -	- -	- -	- -	- -
AGGREGATE of the Importations from the British Possessions enumerated above	517,629	528,172	604,764	413,164	629,831	501,936	505,265	478,933

* Since 5 July 1854, Melasses, of whatever growth, have been subject to a uniform scale of duties; and the distinction between the produce

- - - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1853.	1854: To 5 July.	1854: From 5 July.	1854: Total.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
79,814	38,709	*											
134,779	31,856												
7,314	4,093												
566	355												
1	—												
—	—												
5,631	842												
18,745	17,299												
7,760	2,595												
10,978	9,937												
1,828	—												
—	—												
144,232	40,578												
—	—												
74,615	27,003												
5,816	3,288												
492,079	176,555												
—	—												
8,078	5,144												
—	—												
—	—												
—	—												
—	—												
500,157	181,699												
—	—												
18	3												
—	—												
—	—												
- -	19												
11	—												
11	—												
—	—												
26	—												
—	—												
6,631	5,050												
963	—												
7,660	5,072												
—	—												
—	—												
—	—												
—	—												
—	—												
7,660	5,072												
79,814	38,709	59,002	97,711	56,788	54,214	52,791	68,743	57,347	49,631	48,151	64,611	54,429	16,709
134,797	31,859	77,697	109,556	54,247	67,002	52,416	104,062	22,775	65,775	79,890	38,020	20,665	24,594
7,314	4,093	4,459	8,552	3,589	2,644	7,376	4,235	6,719	3,471	6,527	3,474	3,397	4,455
566	355	1,037	1,392	1,118	843	2,828	684	662	326	1,722	637	157	1,032
1	- -	4	4	- -	289	324	366	506	616	820	542	636	472
- -	- -	59	59	158	419	134	- -	162	707	76	698	930	1,724
5,631	842	3,925	4,767	2,683	1,347	2,190	2,101	78	- -	968	631	4,354	4,218
18,745	17,318	15,779	33,097	23,014	12,255	11,866	16,672	11,425	22,923	18,765	24,212	13,599	9,318
7,771	2,595	3,857	6,452	6,445	4,769	8,633	2,509	888	2,384	3,651	3,622	5,188	3,868
10,989	9,937	6,099	16,036	5,358	7,121	15,426	8,102	5,774	6,059	7,280	3,390	4,601	4,946
1,828	- -	725	725	144	1,725	1,635	690	253	158	260	1,717	941	4,209
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,350	—	—
144,258	40,578	70,105	110,683	63,605	87,335	92,526	105,269	103,290	73,195	81,169	77,482	88,582	92,250
- -	- -	- -	- -	- -	208	1,781	- -	- -	3	1	1,524	1,150	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	742	—
81,246	32,053	1,995	34,048	11,610	22,802	28,986	14,805	13,286	9,005	20,230	9,894	5,362	29,552
6,779	3,288	1,700	4,988	1,641	2,023	7,243	3,760	- -	1,982	3,731	3,768	727	733
499,739	181,627	246,443	428,070	230,400	264,996	286,160	331,998	220,165	236,233	273,241	235,572	205,460	198,080
- -	- -	574	574	99	1,304	10,438	5,081	5	- -	- -	4	20	1,251
8,078	5,144	- -	5,144	4,820	13,758	9,555	2,326	6,217	1,360	6,883	14,179	13,082	20,602
- -	- -	- -	- -	3	1,294	- -	2,344	899	1,763	6,755	12,194	1,449	147
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	36	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	(included with Singapore.)			
—	—	—	—	—	—	—	—	—	—	—	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	5	—	—
507,817	186,771	247,017	433,788	235,322	281,352	306,153	341,749	227,286	239,356	286,915	261,954	220,011	220,080

of British Possessions and Foreign produce has, by a necessary consequence, ceased to be observed in the Entries at the Custom-house.

3.—RUM Imported from the *British West Indies, British Guiana,* - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
RUM, the Produce of British Possessions;	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*
Antigua	16,120	4,088	60,394	40,913	42,763	21,435	16,188	65,699
Barbadoes	3,493	197	13,348	21,354	3,598	261	2,866	716
Dominica	51,828	22,205	34,435	36,854	14,980	18,883	17,145	25,763
Grenada	78,390	99,261	231,285	189,681	92,340	53,772	148,191	184,276
Jamaica	1,745,679	1,487,161	2,140,519	2,280,223	1,778,605	1,585,683	1,912,765	1,587,692
Montserrat	3,067	964	2,385	- -	687	- -	3,761	- - -
Nevis	25,285	10,444	39,725	15,987	4,580	1,066	4,513	5,718
St. Christopher	111,743	64,731	190,535	82,950	88,558	63,941	53,579	50,412
St. Lucia	4,748	14,081	28,620	18,800	2,473	709	784	3,172
St. Vincent	82,626	83,001	264,828	127,671	194,247	50,446	53,570	143,686
Tobago	188,494	133,364	277,276	172,952	139,736	125,756	142,404	186,849
Tortola	- -	295	1,667	- -	- -	- -	- -	- - -
Trinidad	2,687	128	88,367	150,002	85,869	33,492	62,048	80,663
Bahamas	- -	- -	4,891	- -	- -	- -	- -	- - -
Bermudas	25	6	5	6	2	- -	1,505	- - -
Demerara	1,535,792	855,195	1,749,897	2,271,049	1,806,116	1,612,211	1,739,377	2,682,481
Berbice	105,087	51,257	131,272	245,398	76,049	10,341	17,441	40,896
TOTAL from the British West Indies and British Guiana	3,955,064	2,826,378	5,259,449	5,653,840	4,330,603	3,577,996	4,176,137	5,058,023
From Mauritius	2,582	7,340	60,056	114,807	94,869	24,167	21,442	8,097
British Possessions in the East Indies; viz.—								
Bengal Presidency						254,339	208,457	139,554
Madras Presidency	701,618	822,462	818,214	869,244	671,927	61,981	103,317	113,024
Bombay Presidency						- -	- -	- - -
Penang						126,587	103,044	54,804
Ceylon	2,508	2,520	20,989	13,240	24,569	- -	35,347	21
Singapore	- - -	- - -	- - -	- - -	- - -	- -	- -	- - -
AGGREGATE of the Importations from the British Possessions enumerated above	4,661,772	3,658,700	6,158,708	6,651,131	5,121,968	4,045,070	4,647,744	5,373,523
RUM, of Foreign Produce:								
Antigua	- - -	22	- -	45	- -	1	- -	- - -
Barbadoes	2	- -	- -	- -	2	- -	- -	- - -
Dominica	- - -	- - -	- - -	- - -	- - -	- -	- -	- - -
Grenada	- - -	- - -	- - -	- - -	- - -	- -	- -	- - -
Jamaica	6	53	2	35	45	13	245	3,235
Nevis	- - -	- - -	- - -	- - -	- - -	- -	- -	219
St. Christopher	- - -	- - -	- - -	- - -	- -	1	- -	24
St. Lucia	- - -	- - -	- - -	- - -	- -	- -	- -	- - -
St. Vincent	- - -	- - -	- - -	53	- -	2	29	1
Tobago	- - -	- - -	2	- -	- -	- -	- -	- - -
Tortola	- - -	- - -	- - -	- -	- -	- -	- -	- - -
Trinidad	- - -	- -	- -	- -	- -	36	- -	54
Bahamas	- - -	- -	4,081	2,814	- -	- -	- -	- - -
Bermudas	2	- -	- -	- -	- -	- -	- -	- - -
Demerara	2	2	7,727	68	- -	1,127	4,213	30
Berbice	- - -	- -	680	2,495	- -	- -	- -	16
TOTAL from the British West Indies and British Guiana	12	77	12,492	5,510	47	1,180	4,487	3,579
FROM Mauritius	- - -	- - -	- - -	- - -	- -	- -	- -	- - -
British Possessions in the East Indies; viz.—								
Bengal Presidency						124	- -	1,549
Madras Presidency	5,306	5,615	4,402	39,632	17,183	- -	1	14
Bombay Presidency						- -	- -	- - -
Penang						- -	- -	- - -
Ceylon	- - -	- - -	- - -	7	- -	- -	- -	- - -
Singapore	3,589	- -	- -	- -	- -	- -	- -	- - -
AGGREGATE of the Importations from the British Possessions enumerated above	9,107	5,692	16,894	45,149	17,230	1,304	4,488	5,142
RUM of all Sorts, collectively:								
Antigua	16,120	4,110	60,394	40,958	42,763	21,436	16,188	65,699
Barbadoes	3,495	197	13,348	21,354	3,600	261	2,866	716
Dominica	51,828	22,205	34,435	36,854	14,980	18,883	17,145	25,763
Grenada	78,390	99,261	231,285	189,681	92,340	53,772	148,191	184,276
Jamaica	1,745,685	1,487,214	2,140,521	2,280,258	1,778,650	1,585,696	1,913,010	1,590,927
Montserrat	3,067	964	2,385	- -	687	- -	3,761	- - -
Nevis	25,285	10,444	39,725	15,987	4,580	1,066	4,513	5,937
St. Christopher	111,743	64,731	190,535	82,950	88,558	63,942	53,579	50,436
St. Lucia	4,748	14,081	28,620	18,800	2,473	709	784	3,172
St. Vincent	82,626	83,001	264,828	127,724	194,247	50,448	53,599	143,687
Tobago	188,494	133,364	277,278	172,952	139,736	125,756	142,404	186,849
Tortola	- - -	295	1,667	- -	- -	- -	- -	- - -
Trinidad	2,687	128	88,367	150,002	8,869	33,528	62,048	80,717
Bahamas	- - -	- -	8,972	2,814	- -	- -	- -	- - -
Bermudas	27	6	5	6	2	- -	1,505	- - -
Demerara	1,535,794	855,197	1,757,624	2,271,117	1,806,116	1,613,338	1,743,590	2,682,511
Berbice	105,087	51,257	131,952	247,893	76,049	10,341	17,441	40,912
TOTAL from the British West Indies and British Guiana	3,955,076	2,826,455	5,271,941	5,659,350	4,330,650	3,579,176	4,180,624	5,061,602
From Mauritius	2,582	7,340	60,056	114,807	94,869	24,167	21,442	8,097
British Possessions in the East Indies; viz.—								
Bengal Presidency						254,463	208,457	141,103
Madras Presidency	707,124	828,077	822,616	908,876	689,110	61,981	103,318	113,038
Bombay Presidency						- -	- -	- - -
Penang						126,587	103,044	54,804
Ceylon	2,508	2,520	20,989	13,247	24,569	- -	35,347	21
Singapore	3,589	- -	- -	- -	- -	- -	- -	- - -
AGGREGATE of the Importations from the British Possessions enumerated above	4,670,879	3,664,392	6,175,602	6,696,280	5,139,198	4,046,374	4,652,232	5,378,665

Mauritius, and the *British* Possessions in the *East Indies*.

1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
Gallons.	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*
45,437	201,723	168,147	182,429	65,328	150,840	120,057	66,063	57,474	106,480	85,190	9,363
5,412	122,053	149,680	144,879	26,919	155,204	74,474	110,347	59,426	53,187	15,616	4,152
15,134	62,741	75,744	84,492	62,775	74,197	83,360	81,076	49,014	52,878	43,970	29,978
162,576	255,785	257,413	128,258	179,301	195,338	193,283	116,930	116,254	57,978	88,203	49,316
904,077	2,051,567	2,109,291	1,377,049	1,539,961	2,089,534	1,615,429	1,976,223	2,108,860	2,209,440	1,878,025	1,480,895
- -	- -	1,691	800	299	- -	1,188	—	—	—	—	—
12,678	44,778	32,869	9,867	9,767	25,186	19,306	9,833	950	5,016	- -	16
61,733	227,110	188,318	171,230	101,346	184,361	133,211	129,993	123,665	137,751	84,477	23,624
1,749	15,554	28,925	18,851	6,415	12,426	8,086	15,202	4,679	2,697	5,825	805
84,306	279,289	207,376	200,453	154,917	216,255	202,401	187,766	206,506	227,555	175,469	120,303
190,051	181,807	153,268	188,446	125,947	167,251	184,941	135,003	120,389	131,917	118,266	62,879
- -	216	- -	-	- -	- -	- -	- -	- - -	1	—	—
130,066	315,992	354,357	349,529	116,142	305,511	255,702	143,016	272,594	282,998	265,297	62,080
- -	10,443	- -	- -	1,151	- -	- -	- -	14,625	11,433	5,346	—
1	- -	- -	1	- -	- -	30	- -	1,147	—	—	—
2,039,445	3,205,709	3,260,091	2,837,671	3,152,395	2,919,007	2,963,025	3,157,769	3,420,382	3,239,604	3,171,661	2,816,878
49,711	136,787	158,716	107,585	175,635	98,369	49,510	151,195	215,966	294,539	246,372	274,473
3,702,376	7,111,554	7,145,886	5,801,540	5,718,298	6,593,479	5,904,003	6,280,416	6,771,931	6,813,474	6,183,717	4,934,762
10,060	108,417	63,447	286,374	183,606	231,896	463,033	333,345	400,905	305,024	301,279	261,933
52,015	319,453	334,899	299,133	148,325	5,912	- -	75,794	89,451	12,516	—	—
31,910	21,159	88,823	94,168	52,254	49,718	34,000	60,770	29,791	27,459	15,897	12,251
- -	- -	- -	- -	2,087	- -	274	- -	907	326	80	—
116,873	142,332	187,688	233,361	155,860	104,983	180,434	204,576	Included with Singapore.			
4	16,925	7,272	6,192	- -	- -	5	625	397	445	889	—
- -	3	- -	3	- -	- -	- -	4,926	202,160 (including Penang).	186,665	190,193	171,383
3,913,238	7,719,843	7,828,015	6,720,771	6,260,430	6,985,988	6,581,749	6,960,452	7,495,542	7,345,909	6,692,055	5,380,329
- -	195	283	- -	6	- -	2	9	3	- -	- -	27
- -	- -	512	406	1,655	923	5	6,369	49	8	24	—
- -	2	- -	1,393	- -	- -	- -	- -	1	3	—	—
- -	4,725	3,021	249	- -	- -	- -	1,202	- - -	- -	2	—
113	65	1,113	428	1,847	2,073	135	289	354	371	19	13
- -	- -	- -	- -	- -	- -	2	1	- - -	6	—	—
- -	1	- -	1,901	- -	2	- -	3,575	1	1	1	—
- -	- -	- -	- -	- -	- -	- -	3	—	—	—	—
54	- -	1,725	- -	- -	- -	60	1,816	23	—	—	—
- -	- -	- -	- -	- -	70	100	- -	4	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- - -	2	1	—
- -	- -	2,887	52	- -	- -	- -	3	1	—	—	—
- -	- -	1,114	22,361	987	- -	- -	- -	4,012	—	—	—
- -	- -	- -	- -	2	- -	- -	3	3	- -	- -	10
3,299	18,424	3,564	10,467	9,720	13,056	9,567	27,453	4,845	4,779	6,859	50
1,802	- -	- -	- -	- -	- -	- -	80	- - -	- -	12	—
5,268	23,412	14,219	37,257	14,217	16,124	9,871	40,803	9,296	5,170	6,918	100
- -	- -	- -	1,990	- -	3,274	14,964	13,067	- - -	2	—	—
1	66	50	17,245	20,595	974	162	9,062	1	7	11	3
- -	- -	5	- -	- -	33,585	- -	4,463	—	—	6	—
- -	214	234	- -	78	532	55	7	10	410	527	—
- -	- -	1,304	- -	2,364	45,289	1,564	—	—	—	—	—
- -	3	- -	10,556	3,773	409	- -	- -	- - -	- -	11	—
- -	- -	2	- -	- -	- -	4	- -	1	28	3	—
5,269	23,695	15,814	67,048	41,027	100,187	26,620	67,402	9,308	5,617	7,476	103
45,437	201,918	168,430	182,429	65,334	150,840	120,059	66,072	57,477	106,480	85,190	9,390
5,412	122,053	150,192	145,285	28,574	156,127	74,479	116,716	59,475	53,195	15,640	4,152
15,134	62,743	75,744	85,885	62,775	74,197	83,360	81,076	49,015	52,881	43,970	29,978
162,576	260,510	260,434	128,507	179,301	195,338	193,283	118,132	116,254	57,978	88,205	49,316
904,190	2,051,632	2,110,404	1,377,477	1,541,808	2,091,607	1,615,564	1,976,512	2,109,214	2,209,811	1,878,044	1,480,908
- -	- -	1,691	800	299	- -	1,188	—	—	—	—	—
12,678	44,778	32,869	9,867	9,767	25,186	19,308	9,834	950	5,022	- -	16
61,733	227,111	188,318	173,131	101,346	184,363	133,211	133,568	123,666	137,752	84,478	23,624
1,749	15,554	28,925	18,851	6,415	12,426	8,086	15,205	4,679	2,697	5,825	805
84,360	279,289	209,101	200,453	154,917	216,255	202,461	189,582	206,529	227,555	175,469	120,303
190,051	181,807	153,268	188,446	125,947	167,321	185,041	135,003	120,393	131,917	118,266	62,879
- -	216	- -	- -	- -	- -	- -	- -	- - -	3	1	—
130,066	315,992	357,244	349,581	116,142	305 511	255,702	143,019	272,595	282,998	265,297	62,080
- -	10,443	1,114	22,361	2,138	- -	- -	- -	18,637	11,433	5,346	—
1	- -	- -	1	2	- -	30	3	1,150	- -	- -	10
2,042,744	3,224,133	3,263,655	2,848,138	3,162,115	2,932,063	2,972,592	3,185,222	3,425,227	3,244,383	3,178,520	2,816,928
51,513	136,787	158,716	107,585	175,635	98,369	49,510	151,275	215,966	294,539	246,384	274,473
3,707,644	7,134,966	7,160,105	5,838,797	5,732,515	6,609,603	5,913,874	6,321,219	6,781,227	6,818,644	6,190,635	4,934,862
10,060	108,417	63,447	288,364	183,606	235,170	477,997	346,412	400,905	305,026	301,279	261,933
52,016	319,519	334,949	316,378	163,920	6,886	162	84,856	89,452	12,523	11	3
31,910	21,159	88,828	94,168	52,254	83,303	34,000	65,233	29,791	27,459	15,903	12,251
- -	214	234	- -	2,165	532	329	7	917	736	607	—
116,873	142,332	188,992	233,361	158,224	150,272	181,998	204,576	Included with Singapore.	—	—	—
4	16,928	7,272	16,748	3,773	409	5	625	397	445	900	—
- -	3	2	3	- -	- -	4	4,926	202,161 (including Penang).	186,693	190,196	171,383
3,918,507	7,743,538	7,843,829	6,787,819	6,301,457	7,086,175	6,608,369	7,027,854	7,504,850	7,351,526	6,699,531	5,380,432

4.—COFFEE Imported from the *British West Indies, British Guiana,* - - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851: To 15 April.	1851: From 15 April.	1851: Total.
COFFEE, the Produce of British Possessions:	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
Antigua	131	7,387	21	16	- - -	- - -	22	*See Note.* *	
Barbadoes	922	854	689	927	1,139	235	—		
Dominica	42,636	21,085	19,201	304	1,876	792	—		
Grenada	91,047	7,639	238	184	120,561	102	—		
Jamaica	5,090,133	6,011,249	6,570,363	4,945,702	3,899,764	4,150,210	203,601		
Montserrat	- - -	100	—	—	—	—	—		
Nevis	20	—	—	—	—	—	—		
St. Christopher	- - -	302	—	—	—	—	—		
St. Lucia	8,781	785	2,004	51	- - -	35	—		
St. Vincent	- - -	- - -	133	- - -	- - -	3	—		
Tobago	190	—	—	—	—	—	—		
Tortola	—	—	—	—	—	—	—		
Trinidad	9,630	71,348	12,578	5,917	4,779	96,376	—		
Bahamas	—	—	—	—	—	—	—		
Bermudas	- - -	84	- - -	121	—	—	—		
Demerara	228,809	30,560	83,815	98,826	37,834	7,774	977		
Berbice	716,778	31,134	74,061	23,080	25,419	698	—		
Total from the British West Indies and British Guiana	6,189,077	6,182,527	6,763,103	5,075,128	3,591,372	4,262,225	204,600		
From Mauritius	199	1,307	42,867	43,712	1,396	12,409	—		
British Possessions in the East Indies; viz.—									
Bengal Presidency						84,375	—		
Madras Presidency						411,684	4,499		
Bombay Presidency	387,261	362,240	304,220	329,469	1,233,803	1,184,598	12,375		
Penang						—			
Ceylon	16,657,239	17,735,264	27,189,159	30,521,869	35,434,960	30,857,831	1,851,872		
Singapore	131	2,487	1,724	127	76,836	151	—		
Aggregate of the Importations from the British Possessions enumerated above	23,233,907	24,283,825	34,301,073	35,970,305	40,338,367	36,813,273	2,073,346		
COFFEE, of Foreign Produce:									
Antigua	62	- - -	1,638	240	—	—	—		
Barbadoes	137	10	61	- - -	5,871	—	—		
Dominica	—	—	—	—	—	—	—		
Grenada	—	—	—	—	—	—	—		
Jamaica	158,946	49,678	1,735	2,191	13,872	456	40		
St. Christopher	- - -	- - -	- - -	- - -	- - -	9	—		
St. Lucia	- - -	84	—	—	—	—	—		
St. Vincent	- - -	- - -	- - -	48	- - -	117	—		
Tobago	72	- - -	- - -	90	—	—	—		
Tortola	—	—	—	—	—	—	—		
Trinidad	- - -	172	84	45	106	68	—		
Bahamas	7,445	25,160	326	37,536	123,885	77,867	7,563		
Bermudas	53	43	3,711	12,335	18	8	—		
Demerara	157	- - -	134	37	761	2,840	178		
Berbice	- - -	- - -	- - -	- - -	124	—	—		
Total from the British West Indies and British Guiana	166,872	75,237	7,689	52,522	144,637	81,365	7,781		
From Mauritius	103,532	280	10,041	267	245	7,976	—		
British Possessions in the East Indies; viz.—									
Bengal Presidency						551	—		
Madras Presidency						15,745	102		
Bombay Presidency	3,876,744	2,448,233	2,104,520	2,157,007	1,517,040	2,148,404	802,330		
Penang						—			
Ceylon	225	142	865	231	73	2,078	72		
Singapore	715,881	521,297	68,468	32,681	881,026	663,651	5,476		
Aggregate of the Importations from the British Possessions enumerated above	4,863,254	3,045,189	2,192,483	2,242,708	2,543,921	2,919,770	815,761		
COFFEE of all Sorts, collectively:									
Antigua	193	7,387	1,659	256	- - -	- - -	22	171	193
Barbadoes	1,059	864	750	927	7,010	235	- - -	2,147	2,147
Dominica	42,636	21,085	19,201	304	1,876	792	- - -	561	561
Grenada	91,047	7,639	238	184	120,561	102	- - -	205	205
Jamaica	5,249,079	6,061,017	6,572,098	4,947,893	3,413,636	4,156,666	203,641	3,763,179	3,966,820
Montserrat	- - -	100	—	—	—	—	—	—	—
Nevis	20	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
St. Christopher	- - -	302	- - -	- - -	- - -	9	- - -	2,594	2,594
St. Lucia	8,781	869	2,004	51	- - -	35	- - -	- - -	- - -
St. Vincent	- - -	- - -	133	48	- - -	120	- - -	1,272	1,272
Tobago	262	- - -	- - -	90	- - -	- - -	- - -	423	423
Tortola	—	—	—	—	—	—	—	—	—
Trinidad	9,630	71,520	12,662	5,962	4,885	96,444	- - -	1,678	1,678
Bahamas	7,445	25,160	326	37,536	123,885	77,867	7,563	- - -	7,563
Bermudas	53	127	3,711	12,456	18	8	- - -	- - -	- - -
Demerara	228,966	30,560	83,949	98,863	38,595	10,614	1,155	16,289	17,444
Berbice	716,778	31,134	74,061	23,080	25,543	698	- - -	94	94
Total from the British West Indies and British Guiana	6,355,949	6,257,764	6,770,792	5,127,050	3,736,009	4,343,590	212,381	3,788,613	4,000,994
From Mauritius	103,731	1,587	53,808	43,979	1,641	20,385	- - -	254	254
British Possessions in the East Indies; viz.—									
Bengal Presidency						84,926	- - -	3,003	3,003
Madras Presidency						427,429	4,601	1,282,031	1,286,632
Bombay Presidency	4,264,005	2,810,473	2,408,740	2,486,476	2,750,843	3,333,002	814,705	1,425,975	2,240,680
Penang						- - -	- - -	285,146	285,146
Ceylon	16,657,464	17,735,403	27,190,024	30,522,100	35,435,033	30,859,909	1,851,944	27,012,018	28,863,962
Singapore	716,012	523,784	70,192	32,808	958,762	663,802	5,476	91,570	97,046
Aggregate of the Importations from the British Possessions enumerated above	28,097,161	27,329,014	36,493,556	38,213,013	42,882,288	39,733,043	2,889,107	33,888,610	36,777,717

* Since 15th April 1851, Coffee, of whatever growth, has been chargeable with the same rate of Duty; and the distinction between the Produce

- - - - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*

5.—COCOA Imported from the *British West Indies, British Guiana,* - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
COCOA, the Produce of British Possessions:	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
Antigua	—	1,968	—	—	—	—	4,770	—
Barbadoes	6,422	40	35,923	19,006	51	3,222	30,433	17,722
Dominica	5,444	6,782	17,672	12,247	6,892	19,071	7,823	6,232
Grenada	342,092	353,663	299,802	464,703	424,651	609,911	419,309	604,299
Jamaica	—	64	—	1	1	123	28	—
St. Christopher	—	—	—	—	—	—	—	—
St. Lucia	30,979	2,010	15,283	16,917	7,928	1,372	15,986	9,428
St. Vincent	6,450	3,630	73,187	11,955	3,959	8,642	42,572	5,287
Tobago	—	—	—	—	—	71	—	—
Tortola	—	—	—	—	—	—	—	—
Trinidad	2,960,215	1,370,691	2,584,514	2,077,474	2,715,604	1,345,284	3,811,254	3,290,885
Bermudas	—	—	—	3	—	—	—	—
Demerara	—	—	—	—	—	21	15,020	10
Berbice	—	—	—	3	—	—	—	—
TOTAL from the British West Indies and British Guiana	3,351,602	1,738,848	3,026,381	2,602,309	3,159,086	1,987,717	4,347,195	3,933,863
From Mauritius	—	—	2,006	—	—	—	30	2,106
British Possessions in the East Indies; viz.—								
Bengal Presidency	—	—	—	—	—	—	8	—
Madras Presidency	—	—	—	—	—	—	—	—
Bombay Presidency	—	—	—	—	—	—	—	—
Singapore	—	—	—	—	—	—	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	3,351,602	1,738,848	3,028,387	2,602,309	3,159,086	1,987,717	4,347,233	3,935,969
COCOA, of Foreign Produce:								
Antigua	—	—	—	—	—	—	—	—
Barbadoes	—	—	—	—	5	—	2	—
Grenada	—	—	—	—	92	43	—	—
Jamaica	—	111	—	44	—	—	—	—
St. Lucia	—	—	145	—	—	—	—	—
St. Vincent	—	—	—	—	—	—	—	—
Trinidad	—	—	—	—	—	—	1,107	2,741
Bahamas	—	—	—	—	—	—	—	—
Bermudas	—	—	—	15	—	—	—	—
Demerara	—	—	—	110	—	—	—	1,847
Berbice	—	—	—	—	—	—	—	—
TOTAL from the British West Indies and British Guiana	—	111	145	169	97	43	1,109	4,588
From Mauritius	—	—	—	—	—	—	—	—
British Possessions in the East Indies; viz.—								
Bengal Presidency	—	—	—	—	—	748	—	—
Madras Presidency	—	—	80	7	—	—	—	—
Bombay Presidency	—	—	—	—	—	—	709	—
Singapore	—	—	—	—	—	89	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	—	111	225	176	97	880	1,818	4,588
COCOA, of all Sorts, collectively:								
Antigua	—	1,968	—	—	—	—	4,770	—
Barbadoes	6,422	40	35,923	19,006	56	3,222	30,435	17,722
Dominica	5,444	6,782	17,672	12,247	6,892	19,071	7,823	6,232
Grenada	342,092	353,663	299,802	464,703	424,743	609,954	419,309	604,299
Jamaica	—	175	—	45	1	123	28	—
Montserrat	—	—	—	—	—	—	—	—
Nevis	—	—	—	—	—	—	—	—
St. Christopher	—	—	—	—	—	—	—	—
St. Lucia	30,979	2,010	15,428	16,917	7,928	1,372	15,986	9,428
St. Vincent	6,450	3,630	73,187	11,955	3,959	8,642	42,572	5,287
Tobago	—	—	—	—	—	71	—	—
Tortola	—	—	—	—	—	—	—	—
Trinidad	2,960,215	1,370,691	2,584,514	2,077,474	2,715,604	1,345,284	3,812,361	3,293,626
Bahamas	—	—	—	—	—	—	—	—
Bermudas	—	—	—	18	—	—	—	—
Demerara	—	—	—	110	—	21	15,020	1,857
Berbice	—	—	—	3	—	—	—	—
TOTAL from the British West Indies and British Guiana	3,351,602	1,738,959	3,026,526	2,602,478	3,159,183	1,987,760	4,348,304	3,938,451
From Mauritius	—	—	2,006	—	—	—	30	2,106
British Possessions in the East Indies; viz.—								
Bengal Presidency	—	—	—	—	—	748	8	—
Madras Presidency	—	—	80	7	—	—	—	—
Bombay Presidency	—	—	—	—	—	—	709	—
Singapore	—	—	—	—	—	89	—	—
Ceylon	—	—	—	—	—	—	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	3,351,602	1,738,959	3,028,612	2,602,485	3,159,183	1,988,597	4,349,051	3,940,557

* Since 4 June 1853, Cocoa, of whatever growth, has been chargeable with the same rate of duty; and the distinction between the Produce

- - - - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1853: To 4 June.	1853: From 4 June.	1853: Total.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
Lbs.	*Lbs.* *See Note.* *	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
—													
58,498													
7,579													
94,287													
—													
—													
18,622													
106													
--													
—													
1,683,854													
—													
—													
—													
1,862,946													
—													
—													
—													
—													
1,862,946													
—													
—													
—													
—

6.—COTTON WOOL Imported from the *British West Indies, British Guiana,* - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
Antigua - - -	- -	36,388	- -	- -	- -	- - -	566	4,592	3,997
Barbadoes - - -	227,653	380,248	203,062	99,486	75,952	16,031	86,948	230,384	118,051
Dominica - - -	- -	- -	- -	- -	- -	- - -	1,736	2,912	2,310
Grenada - - -	30,596	9,335	8,429	2,524	2,027	3,265	24,715	4,368	13,104
Jamaica - - -	68,013	49,392	47,005	65,232	95,843	28,056	93,647	47,600	11,879
Montserrat - -	- -	- -	- -	- -	- -	- - -	112	- -	- -
Nevis - - -	- -	- -	- -	- -	- -	84	587	560	392
St. Christopher - -	- -	- -	- -	- -	- -	154	634	1,008	6,368
St. Lucia - - -	- -	- -	- -	- -	- -	- - -	- -	- -	- -
St. Vincent - -	28,099	53,382	22,984	26,497	21,130	22,796	42,687	38,976	34,370
Tobago - - -	- -	- -	- -	- -	- -	- - -	- -	- -	- -
Tortola - - -	224	- -	- -	- -	- -	- - -	- -	- -	- -
Trinidad - - -	102,752	26,066	4,088	27,602	47,915	9,243	28,767	46,480	41,971
Bahamas - - -	824,181	257,507	54,826	184,050	461,538	3,393	8,532	96,992	- -
Bermudas - - -	30,661	- -	- -	- -	422	- - -	- -	- -	- -
Demerara - - -	42,898	275,901	348,681	235,046	239,480	145,891	157,596	229,824	117,986
Berbice - - -	39,370	113,638	104,858	- -	- -	- - -	- -	- -	- -
TOTAL from the British West Indies and British Guiana -	1,394,447	1,201,857	793,933	640,437	944,307	228,913	446,529	703,696	350,428
From Mauritius - -	275	739	- -	- -	1,785	- -	2,098	- -	- -
British Possessions in the East Indies; viz.—									
Bengal Presidency -						85,789	1,175,940	557,088	7,660,242
Madras Presidency -	58,255,306	34,033,721	83,542,864	83,773,078	70,162,364	5,571,450	6,460,782	3,808,224	12,718,114
Bombay Presidency -						112,408,140	112,373,721	80,492,272	159,069,494
Ceylon - - -	182,120	506,422	391,750	326,766	675,934	807,363	2,616,519	64,848	1,817,642
Singapore - - -	- -	- -	- -	2,117	217	- - -	14	- -	582,668
AGGREGATE of the Importations from the British Possessions enumerated above - -	59,832,148	35,742,739	84,728,547	84,742,398	71,784,607	119,101,655	123,075,603	85,626,128	182,198,588

- - - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
1,644	- -	31,024	- -	- -	- -	- -	- -	- -	7,280	13,328
60,590	79,321	51,632	28,000	3,472	16,352	58,912	39,424	16,464	1,854,272	134,400
1,512	819	- -	- -	- -	- -	- -	- -	- -	- -	112
59,234	38,898	67,760	42,336	57,456	63,168	67,424	75,152	68,096	129,248	154,784
7,027	- -	15,232	448	5,712	8,064	18,592	- -	251,216	204,512	521,248
- -	- -	- -	- -	- -	- -	112	896	- -	- -	1,680
2,850	409	- -	- -	- -	- -	- -	- -	- -	- -	112
2,576	- -	896	- -	- -	4,592	3,584	10,304	5,712	2,240	20,384
- -	- -	- -	560	- -	- -	- -	- -	112	1,232	17,248
40,153	17,102	35,616	69,328	57,120	41,440	55,552	54,432	42,336	71,232	24,304
- -	3,543	336	- -	112	- -	224	224	672	3,360	18,032
- -	- -	- -	- -	- -	- -	- -	- -	448	—	—
105,681	58,509	49,728	77,280	16,240	29,008	31,248	17,248	38,528	18,144	56,000
5,376	114,685	- -	1,113,392	- -	- -	585,984	784	4,840,640	22,625,008	25,515,168
- -	- -	- -	- -	- -	- -	- -	10,080	562,688	7,146,384	16,602,096
122,467	155,166	210,560	112,224	227,696	429,632	229,152	277,760	299,152	265,216	250,656
- -	- -	- -	- -	- -	- -	- -	- -	- -	112	10,976
409,110	468,452	462,784	1,443,568	367,808	592,256	1,050,784	486,304	6,126,064	32,328,240	43,340,528
19,040	82,432	- -	1,713,712	1,678,656	1,332,128	3,164,000	816,256	2,010,176	180,208	92,960
1,144,416	86,912	1,418,928	2,534,560	190,400	182,560	343,168	51,744	9,981,216	44,560,768	54,815,040
5,420,576	6,310,528	8,696,128	17,245,424	5,438,944	4,209,184	12,909,232	19,676,384	37,871,456	49,457,184	47,245,296
110,179,104	137,089,232	168,263,536	228,521,328	123,769,408	186,128,656	188,788,656	345,159,024	343,091,504	336,469,952	400,181,376
3,044,135	1,692,544	1,966,384	2,036,832	3,323,824	1,807,120	2,100,112	4,102,896	1,709,456	3,714,256	3,639,888
47,778	- -	151,648	- -	- -	3,360	- -	50,400	896	218,624	645,792
120,264,159	145,730,100	180,959,408	253,495,424	134,769,040	194,255,264	208,355,952	370,343,008	400,790,768	466,929,232	549,960,880

7.—FOREIGN SUGAR Imported into the United Kingdom

UNREFINED SUGAR:	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
Foreign West India Islands: viz.—	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Cuba	197,460	499,906	875,420	694,203	664,264	489,502	811,081	432,364
Porto Rico	151,053	96,472	248,481	168,317	241,935	179,964	299,885	52,561
Guadaloupe	-	-	-	-	-	-	-	-
Martinique	-	-	-	-	-	-	-	-
St. Martin	-	-	-	-	211	—	—	—
St. Eustatius	3,308	-	2,270	-	-	-	311	-
St. Croix	-	168	72,294	53,831	46,142	7,533	8,740	8,354
St. Thomas	-	-	-	2	6,162	3	1	-
St. John	-	-	724	—	—	—	—	—
French Guiana	—	—	—	—	—	—	—	—
Dutch Guiana	641	1,493	-	-	121	4,461	2,418	1,653
United States of America	22,232	199	306	1,672	7,505	160	4,079	788
Central America	-	-	-	-	-	-	-	-
New Granada	6,890	1,956	1,044	3,310	989	75	79	42
Venezuela		11,593	4,853	5,010	8,657	4,262	1,431	-
Brazil	325,339	300,509	699,201	652,024	561,660	362,686	720,424	289,999
Chili	-	-	11	-	29	2	-	3
Peru	-	4	44	-	-	-	-	-
Eastern Coast of Africa	586	-	1,124	-	651	-	-	838
Bourbon	-	-	-	-	-	-	-	-
Siam	163	-	17,948	2	-	8,524	-	-
Java	46,854	80,911	193,699	69,193	72,366	58,438	56,124	18,807
Philippine Islands	118,581	73,120	173,838	143,505	87,710	144,514	220,229	76,191
China	5,744	58,222	89,011	36,078	3	609	4	41,717
Russia	-	-	-	-	1	5	8	4
Denmark	-	-	-	-	-	-	-	-
Prussia	-	2,323	-	-	-	1,809	364	-
Hanseatic Towns	-	-	1	2	4	2,321	1,110	1,751
Holland	4,485	7,558	-	10,297	12	17,750	21,113	36,445
Belgium	-	10,978	4,144	343	2	-	-	44
Channel Islands	-	-	-	-	3,660	12,033	99,921	77,037
France	-	-	1,717	-	-	28,935	8,855	16,529
Portugal	654	-	-	-	1	1	4,366	-
Spain	-	2	-	4	1	-	3	1
Gibraltar	540	2	-	-	1	-	-	-
Italy, Sardinian Territories	-	-	-	-	-	2,316	-	-
—— Duchy of Tuscany	-	-	4,003	-	-	-	-	-
—— Austrian Territories	-	-	-	-	3	471	-	1
British North American Colonies	21,264	9,052	1,773	7,661	12,299	20	8,307	3,812
British Possessions in Australia	-	-	3	2	6	205	6	62
British Possessions in South Africa	1	-	1	997	3	842	1	5
St. Helena	-	-	-	-	-	-	-	-
Other Parts	119	8	31	14	20	9	34	61
British West Indies, British Guiana, Mauritius, and the British Possessions in the East Indies, as shown in Account, No. 1	905,934 5,987	1,154,476 43,196	2,391,941 17,040	1,846,467 9,122	1,714,418 10,731	1,327,450 23,073	2,269,594 26,710	1,059,069 9,495
AGGREGATE of the Importations from all Parts	911,921	1,197,672	2,408,981	1,855,589	1,725,149	1,350,523	2,296,304	1,068,564
REFINED SUGAR AND SUGAR CANDY:								
Foreign West India Islands; viz.—								
Cuba	16	13,292	39,124	40,629	47,864	48,670	19,304	33,784
Porto Rico	-	-	-	-	-	-	-	-
Guadaloupe	-	-	-	-	-	-	-	-
St. Croix	-	-	147	3	70	-	4	—
St. Thomas	-	-	-	-	-	2	-	1
United States of America	-	4	130	10	11	6,449	610	8
New Granada	-	5	25	1,264	480	—	—	—
Venezuela	-	-	-	-	92	—	—	—
Brazil	-	1,558	2,474	1,756	1,084	6	9	5
Chili	-	-	-	-	-	-	1	-
Peru	2	-	-	-	1	-	-	-
Java	20	-	513	1	-	1	-	-
Philippine Islands	-	-	1	-	-	-	-	-
China	14	3	2	4	5	9	9	3
Russia	-	-	-	-	256	2	2	2
Denmark	3	-	-	6	2	-	-	-
Prussia	-	-	-	-	-	-	-	104
Hanseatic Towns	3,012	140	712	491	69	1,301	249	1,013
Holland	198,345	70,509	37,216	141,366	186,799	273,710	307,387	206,015
Belgium	14,421	5,279	3,884	10,087	9,365	14,373	77,669	56,282
Channel Islands	-	-	-	-	70	430	1,906	2,082
France	290	-	87	3	8	224	9,794	167
Portugal	-	-	-	-	-	-	-	-
Spain	-	-	-	-	-	-	-	-
Gibraltar	-	-	-	-	-	-	-	-
Italy, Sardinian Territories	-	-	-	-	-	-	-	-
— Austrian Territories	-	-	-	-	-	-	-	-
British North American Colonies	7	1	-	3	4	5	2	5
British Possessions in Australia	-	-	-	-	18	-	-	1
British Possessions in South Africa	-	-	-	-	-	-	-	1
Other Parts	2	3	4	4	16	4	86	3
British West Indies, British Guiana, Mauritius, and the British Possessions in the East Indies, as shown in Account, No. 1	216,132 1	90,794 3	84,319 5	195,627 17	246,214 2,384	345,186 8	417,032 19	299,476 35
AGGREGATE of the Importations from all Parts	216,133	90,797	84,324	195,644	248,598	345,194	417,051	299,511

* The Quantities of Foreign Sugar exhibited above, as imported from certain British Possessions in the year 1854, represent the having, by reason of the equalisation of the duties,

7.—FOREIGN SUGAR Imported into the United Kingdom.

1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
946,826	1,598,993	711,832	736,166	999,310	1,593,655	1,644,933	1,382,398	2,046,210	2,152,509	2,113,687	2,887,795
143,501	378,377	239,246	199,724	197,067	362,732	216,895	262,713	518,635	438,521	545,444	452,219
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	19,609	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	1	2	355
—	—	—	—	—	—	—	—	—	—	—	—
6	930	- -	2,822	—	—	—	—	—	—	—	—
1,387	27,155	2,241	5,190	2,828	22,455	2,478	- -	2,906	1,679	—	—
1	668	727	11	8	9,422	8	1,267	57	46	27	24
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
29,242	28,125	39,418	34,836	48,079	40,249	61,247	60,304	85,219	98,771	77,470	46,907
27,643	68,210	15,242	21,872	264,003	29,718	45,684	3,894	263,859	478	183	251,701
- -	- -	- -	- -	934	5,922	7,539	14,290	9,397	23,482	30,438	41,182
1	- -	1	- -	2	- -	2	4	53	4	181	4,959
- -	1,164	83	61	2	- -	2	2	—	—	—	—
671,149	579,303	468,678	531,176	850,907	36,325	1,118,597	432,943	751,781	1,263,101	1,191,400	1,189,496
11	- -	1	- -	2	3	3	2	- -	1	—	—
1	4	7	6	3	6	2	143	2,906	4	1	11,701
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	981
- -	4,612	- -	- -	- -	- -	- -	7,327	6,271	—	—	—
- -	- -	- -	- -	30,303	16,694	56,200	46,803	12,485	19,552	8,835	—
29,567	132,424	73,961	8,682	32,130	13,606	124,767	157,742	104,687	53,758	6,754	—
48,053	351,110	319,412	390,791	398,608	257,785	364,065	381,809	513,749	345,414	831,510	358,488
1	6	3	18,345	61,700	11,945	912	36,653	9,030	7,528	10,589	12
23	- -	58	239	9	1	4	11	4	2	2	7
- -	28	7,390	4,120	- -	- -	2	4,988	- -	195	8	5
1	6	1	- -	4	1	1,131	3	230	1	- -	3,394
1	481	916	1,977	17,023	2,348	5,756	13	2,326	8,188	1,689	32,519
1,339	731	59,930	15,010	6,822	453	381	112,984	25,492	72,071	2,020	16,102
- -	- -	11,753	221	4,381	15,176	16,291	14,504	1,566	65,226	83,333	61,815
31,356	16,623	1,594	- -	31	- -	2	70	- -	51	5	457
4,492	4,680	300,328	65,244	137,015	390,289	180,981	547,669	63,591	347,521	204,262	179,952
6,223	3,207	38,041	13,786	3,155	4,543	1,259	- -	5,685	2,158	19,845	8,200
6	- -	8,247	11,333	2,022	8,608	- -	5,010	44	14	16	—
- -	- -	- -	73	5	1	1	- -	- -	15	1	1,742
- -	- -	- -	2,044	- -	- -	2	14,359	6	—	—	—
6	- -	- -	- -	2,715	2	—	—	—	—	—	—
- -	6,714	- -	- -	1	- -	- -	1,269	—	—	—	—
20,872	*8,687	—	—	—	—	—	—	—	—	—	—
34	* 11	—	—	—	—	—	—	—	—	—	—
6	* 1	—	—	—	—	—	—	—	—	—	—
2	—	—	—	—	—	—	—	—	—	—	—
1,444	144	2,125	2,148	5,652	6,973	19	6,718	8,381	950	4,540	7,720
1,963,194	3,212,394	2,301,235	2,065,877	3,064,721	3,628,912	3,849,163	3,495,892	4,434,570	4,901,241	5,151,851	5,557,733
14,206	*7,357	—	—	—	—	—	—	—	—	—	—
1,977,400	3,219,751	2,301,235	2,065,877	3,064,721	3,628,912	3,849,163	3,495,892	4,434,570	4,901,241	5,151,851	5,557,733
24,091	66,113	19,831	14,175	15,159	72,130	26,183	22,689	16,506	2,838	21,091	61,545
18	46	11	- -	- -	2	—	—	—	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	521	—
—	—	—	—	—	—	—	—	—	—	—	—
- -	- -	1	3	- -	10	- -	2	2	2	2	2
16	47	14	627	208	32	46	3,271	108	1,192	211	40
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
59	17	12	31	36	13	13	37	7	8	18	408
1	- -	- -	- -	- -	8	- -	- -	- -	- -	- -	1
3	- -	2	1	2	1	- -	- -	1	1	—	—
6	41	- -	- -	3	- -	6	997	- -	5	—	—
- -	- -	- -	- -	2	- -	2	1	- -	- -	1	—
5	12	7	11	44	5	4	28	9	5	9	5
- -	15	1	47	4	1	1,134	1	4	- -	6	5271
- -	26	77	2	1	- -	- -	- -	23	—	—	—
- -	21	1	- -	1	- -	- -	- -	- -	1	- -	59
1,344	2,012	1,898	91	137	591	331	15	82	42	30	230
201,984	212,684	215,789	82,657	166,424	118,362	122,702	155,773	134,095	158,295	119,195	563,764
91,121	98,186	150,260	52,152	136,234	128,460	92,292	104,012	77,092	63,651	49,737	32,164
63	572	168	- -	- -	189	350	226	13	1	131	46
737	15,201	22,971	29,723	9,712	66,703	18,511	57,007	13,751	95,260	105,694	261,954
- -	- -	- -	- -	1	- -	- -	- -	3	34	- -	2
- -	- -	1,618	2,001	597	- -	- -	- -	- -	- -	24	190
- -	- -	- -	9	1	—	—	—	—	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	16	- -	1
- -	4,483	- -	1	- -	- -	- -	7	- -	- -	5	—
1	—	—	—	—	—	—	—	—	—	—	—
- -	*11	—	—	—	—	—	—	—	—	—	—
3	—	—	—	—	—	—	—	—	—	—	—
2	6	15	510	23	128	31	23	99	58	4	12
319,454	399,493	412,676	182,041	328,589	386,635	261,605	344,089	241,795	321,409	296,679	925,694
24	*62	—	—	—	—	—	—	—	—	—	—
319,478	399,555	412,676	182,041	328,589	386,635	261,605	344,089	241,795	321,409	296,679	925,694

(continued)

amount of such importations in the first six months only of that year; the distinction between British and Foreign produce ceased to be observed in the Entries after 5th July.

7.—Foreign Sugar Imported into the United Kingdom—*continued.*

FOREIGN SUGAR of all Sorts, collectively:	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
Foreign West India Islands: viz.—	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Cuba	197,476	513,198	914,544	734,832	712,128	538,172	830,385	466,148
Porto Rico	151,053	96,472	248,481	168,317	241,935	179,964	299,885	52,561
Guadaloupe	—	—	—	—	—	—	—	—
Martinique	—	—	—	—	—	—	—	—
St. Martin	—	—	—	—	211	—	—	—
St. Eustatius	3,308	—	2,270	—	—	—	311	—
St. Croix	—	168	72,441	53,834	46,212	7,533	8,744	8,354
St. Thomas	—	—	—	2	6,162	5	1	1
St. John	—	—	724	—	—	—	—	—
French Guiana	—	—	—	—	—	—	—	—
Dutch Guiana	641	1,493	—	—	121	4,461	2,418	1,653
United States of America	22,232	203	436	1,682	7,516	6,609	4,689	796
Central America	—	—	—	—	—	—	—	—
New Granada / Venezuela	6,890	1,961 / 11,593	1,069 / 4,853	4,574 / 5,010	1,469 / 8,749	75 / 4,262	79 / 1,431	42
Brazil	325,359	302,067	701,675	653,780	562,744	362,692	720,433	290,004
Chili	—	—	11	—	29	2	1	3
Peru	2	4	44	—	1	—	—	—
Eastern Coast of Africa	586	—	1,124	—	651	—	—	838
Bourbon	—	—	—	—	—	—	—	—
Siam	163	—	17,948	2	—	8,524	—	—
Java	46,874	80,911	194,212	69,194	72,366	58,439	56,124	18,807
Philippine Islands	118,581	73,120	173,839	143,505	87,710	144,514	220,229	76,191
China	5,758	58,225	89,013	36,082	8	618	13	41,720
Russia	—	—	—	—	257	7	10	6
Denmark	3	—	—	6	2	—	—	—
Prussia	—	2,323	—	—	—	1,809	364	104
Hanseatic Towns	3,012	140	713	493	73	3,622	2,059	2,764
Holland	202,830	78,067	37,216	151,663	186,811	291,460	328,500	242,460
Belgium	14,421	16,257	8,028	10,430	9,367	14,373	77,669	56,326
Channel Islands	—	—	—	—	3,730	12,463	101,827	79,119
France	290	—	1,804	3	8	29,159	18,649	16,696
Portugal	654	—	—	—	1	1	4,366	—
Spain	—	2	—	4	1	—	3	1
Gibraltar	540	2	—	—	1	—	—	—
Italy, Sardinian Territories	—	—	—	—	—	2,316	—	—
—— Duchy of Tuscany	—	—	4,003	—	—	—	—	—
—— Austrian Territories	—	—	—	—	3	471	—	1
British North American Colonies	21,271	9,053	1,773	7,664	12,303	25	8,309	3,817
British Possessions in Australia	—	—	3	2	24	205	6	63
British Possessions in South Africa	1	—	1	997	3	842	1	6
St. Helena	—	—	—	—	—	—	—	—
Other Parts	121	11	35	18	36	13	120	64
	1,122,066	1,245,270	2,476,260	2,042,094	1,960,632	1,672,636	2,686,626	1,358,545
British West Indies, British Guiana, Mauritius, and the British Possessions in the East Indies, as shown in Account No. 1	5,988	43,199	17,045	9,139	13,115	23,081	26,729	9,530
Aggregate of the Importations from all Parts	1,128,054	1,288,469	2,493,305	2,051,233	1,973,747	1,695,717	2,713,335	1,368,075

* The quantities of Foreign Sugar exhibited above as imported from certain British Possessions in the year 1854, represent the amount of such the Duties, ceased to be observed

Office of the Inspector General of Imports and Exports,
Custom House, London, 25 April 1865.

- - - - - 7.—Foreign Sugar Imported into the United Kingdom—*continued.*

1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
970,917	1,665,106	731,663	750,341	1,014,469	1,665,785	1,671,116	1,405,087	2,062,716	2,155,347	2 134,778	2,949,340
143,519	378,423	239,257	199,724	197,067	362,734	216,895	262,713	518,635	438,521	545,444	452,219
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	20,130	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	1	2	355
—	—	—	—	—	—	—	—	—	—	—	—
6	930	- -	2,822	—	—	—	—	—	—	—	—
1,387	27,155	2,241	5,190	2,828	22,455	2,478	- -	2,906	1,679	—	—
1	668	728	14	8	9,432	8	1,269	59	48	29	26
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
29,242	28,125	39,418	34,836	48,079	40,249	61,247	60,304	85,219	98,771	77,470	46,907
27,659	68,257	15,256	22,499	264,211	29,750	45,730	7,165	263,967	1,670	394	251,741
- -	- -	- -	- -	934	5,922	7,539	14,290	9,397	23,482	30,438	41,182
1	- -	1	- -	2	- -	2	4	53	4	181	4,959
- -	1,164	83	61	2	- -	2	2	—	—	—	—
671,208	579,320	468,690	531,207	850,943	836,338	1,118,610	432,980	751,788	1,263,109	1,191,418	1,189,901
12	- -	1	- -	2	11	3	2	- -	1	- -	1
4	4	9	7	5	7	2	143	2,907	5	- -	11,701
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	981
- -	4,612	- -	- -	- -	- -	- -	7,327	6,271	—	—	—
- -	- -	- -	- -	30,303	16,694	56,200	46,803	12,485	19,552	8,835	—
29,573	132,465	73,961	8,682	32,133	13,606	124,773	158,739	104,687	53,763	6,754	—
48,053	351,110	319,412	390,791	398,610	257,785	364,067	381,810	513,749	345,414	831,511	358,488
6	18	10	18,356	61,744	11,950	916	36,681	9,039	7,533	10,598	17
23	15	59	286	13	2	1,138	12	8	2	8	5,278
-	54	7,467	4,122	1	- -	2	4,988	23	195	8	5
1	27	2	- -	5	1	1,131	3	230	2	- -	3,455
1,345	2,493	2,814	2,068	17,160	2,939	6,087	28	2,408	8,230	1,719	32,749
203,323	213,415	275,719	97,667	173,246	118,815	123,083	268,757	159,587	230,366	121,215	579,866
91,121	98,186	162,013	52,373	140,615	143,636	108,583	118,516	78,658	128,877	133,070	93,979
31,419	17,195	1,762	- -	31	189	352	296	13	52	136	503
5,229	19,881	323,299	94,967	146,727	456,992	199,492	604,676	77,342	442,781	809,956	441,906
6,223	3,207	38,041	13,786	3,156	4,543	1,259	- -	5,688	2,192	19,845	8,202
6	- -	9,865	13,334	2,619	8,608	- -	5,010	44	14	40	190
- -	- -	- -	82	6	1	1	- -	- -	15	1	1,742
- -	- -	- -	2,044	- -	- -	2	14,359	6	16	- -	1
6	- -	- -	- -	2,715	2	—	—	—	—	—	—
- -	11,197	- -	1	1	- -	- -	1,276	- -	- -	5	—
20,873	* 8,687	—	—	—	—	—	—	—	—	—	—
34	* 22	—	—	—	—	—	—	—	—	—	—
9	* 1	—	—	—	—	—	—	—	—	—	—
2	—	—	—	—	—	—	—	—	—	—	—
1,446	150	2,140	2,658	5,675	7,101	50	6,741	8,480	1,008	4,544	7,732
2,282,648	3,611,887	2,713,911	2,247,918	3,393,310	4,015,547	4,110,768	3,839,981	4,676,365	5,222,650	5,448,530	6,483,427
14,230	* 7,419	—	—	—	—	—	—	—	—	—	—
2,296,878	3,619,306	2,713,911	2,247,918	3,393,310	4,015,547	4,110,768	3,839,981	4,676,365	5,222,650	5,448,530	6,483,427

importations in the first six months only of that year; the distinction between British and Foreign produce having, by reason of the equalisation of in the Entries after 5th July.

JOHN A. MESSENGER.

AN ACCOUNT of the QUANTITY of REFINED SUGAR and SUGAR CANDY Imported into the United Kingdom, in the Years 1848 to 1864, respectively, stating the Quantity retained for Home Consumption, the Rates of Duty paid, and the Quantity Exported.

YEARS.	Quantities Imported into the United Kingdom.			Quantities retained for Home Consumption.			Rates of Duty chargeable per Cwt.			Quantities re-exported from the United Kingdom.		
	Of British Possessions.	Foreign.	TOTAL.	Of British Possessions.	Foreign.	TOTAL.	Of any British Possessions into which the Importation of Foreign Sugar is prohibited.	Of other British Possessions.	Foreign.	Of British Possessions.	Foreign.	TOTAL.
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	£. s. d.	£. s. d.	£. s. d.	*Cwts.*	*Cwts.*	*Cwts.*
1848	31,114	195,643	226,757	20,925	25,266	46,191	From 12 July – – 17 4	1 2 –	1 6 8	100	102,465	102,565
1849	55,794	248,598	304,392	59,860	15,277	75,137	From 5 July – – 16 –	1 – 4	1 4 8	149	198,068	198,217
1850	12,675	345,194	357,869	15,046	101,289	116,335	From 5 July – – 14 8	– 18 8	1 2 8	166	90,386	90,552
1851	31,400	417,051	448,541	35,924	302,155	338,079	From 5 July – – 13 4	– 17 –	1 – 8	153	53,084	53,237
1852	4,406	299,511	303,917	5,052	268,939	273,991	From 5 July – – „ –	– 16 4	– 19 4	– – –	37,650	37,650
1853	15,617	319,478	335,095	10,942	203,814	214,756	From 5 July – – „ –	– 15 4	– 17 4	44	51,720	51,764
to 5 July	1,243	156,705	157,948	6,514	43,968	50,482	From 9 May – – 15 4	– 17 $7\frac{6}{10}$	– 19 $11\frac{2}{10}$	– – –	24,139	24,139
1854	Imported from			Originally Imported from			On all Sorts, of whatever Growth, and whencesoever Imported.			Originally Imported from		
	British Possessions.	Foreign Countries.		British Possessions.	Foreign Countries.				£. . .	British Possessions.	Foreign Countries.	
from 5 July	4,716	242,850	247,566	3,461	249,706	253,167	From 5 July – – – – –		– 17 4	42	62,891	62,933
							From 2 August – – – – –		– 16 –			
1855	11,747	412,676	424,423	10,112	277,897	288,009	From 21 April – – – – –		1 – –	1,305	41,805	43,110
1856	5,170	182,041	187,211	1,444	256,601	258,045	– – – – – – – –		„	4,954	61,670	66,624
1857	533	328,589	329,122	377	297,551	297,928	From 5 April – – – – –		– 18 4	– – –	24,980	24,980
1858	204	386,635	386,839	326	255,914	256,240	– – – – – – – –		„	8	58,778	58,786
1859	856	261,605	262,461	781	241,598	242,379	– – – – – – – –		„	30	68,844	68,874
1860	922	344,089	345,011	605	264,509	265,114	– – – – – – – –		„	261	30,578	30,839
1861	4,059	241,795	245,854	909	242,769	243,678	– – – – – – – –		„	1,188	34,730	35,918
1862	3,053	321,409	324,462	1,280	266,917	268,197	– – – – – – – –		„	2,822	19,889	22,711
1863	910	296,679	297,589	1,267	249,004	250,271	– – – – – – – –		„	239	26,070	26,309
1864	19,969	925,694	945,663	4,924	794,420	799,344	From 5 May – – – – –		10	2,235	43,790	46,025

Office of the Inspector General of Imports and Exports,
Custom House, London, 25 April 1865.

JOHN A. MESSENGER.

AN ACCOUNT of the QUANTITY and DECLARED VALUE of *British* REFINED SUGAR Exported from the United Kingdom, in the Years 1844 to 1864, respectively.

YEARS.	British Refined Sugar Exported from the United Kingdom.	
	Quantity.	Declared Value.
	Cwts.	£.
1844	219,117	331,050
1845	273,776	472,947
1846	227,570	392,404
1847	229,186	413,437
1848	248,702	437,221
1849	223,273	373,721
1850	209,148	344,499
1851	258,726	368,085
1852	213,563	300,134
1853	179,254	301,627
1854	125,139	218,351
1855	43,881	99,916
1856	313,953	806,445
1857	119,830	355,635
1858	127,260	362,472
1859	119,996	342,088
1860	84,722	235,798
1861	141,659	348,763
1862	213,507	531,609
1863	278,757	504,958
1864	119,571	199,841

Office of the Inspector General of Imports and Exports, Custom House, London, 25 April 1865.

JOHN A. MESSENGER.

A RETURN of the Quantities of SUGAR Imported and Retained for Home Consumption, with Rate of Duty charged, and Revenue therefrom, from 1844 to 1864 inclusive.

AN ACCOUNT of the Imports into the United Kingdom of SUGAR, MELASSES, RUM, COFFEE, COCOA and COTTON, from the *West Indies, British Guiana, Mauritius,* and the British Possessions in *India*, for the Years 1845 to 1864;—also, the Quantities of FOREIGN SUGAR Imported, for the same Periods.

AN ACCOUNT of the QUANTITY of REFINED SUGAR and SUGAR CANDY Imported into the United Kingdom, in the Years 1848 to 1864, respectively.

AN ACCOUNT of the Quantity and Declared Value of BRITISH REFINED SUGAR Exported from the United Kingdom in the Years 1844 to 1864, respectively.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
28 *April* 1865.

Under 3 oz.

SUGAR.

RETURN to an Order of the Honourable The House of Commons, dated 9 May 1865;—*for*,

RETURNS "of all SUGAR, Refined and Unrefined, delivered for HOME CONSUMPTION in each of the last Five Years, from the principal PORTS and BONDED WAREHOUSES of the UNITED KINGDOM, distinguishing the Quantities delivered at each Rate of DUTY; the Ports to include London, Liverpool, Bristol, the Clyde Ports, Goole, Hull, Plymouth, Leith, Newcastle, Dublin, Waterford, Belfast, and the chief Inland Towns having Bonded Warehouses:"

"Of the REVENUE derived from each Class of DUTY, and the Total thereof to be appended for each Port:"

"And, of the EXPORT of RE-MADE SUGAR, called PIECES or BASTARDS, the Rates of DRAWBACK allowed, and the Total Amount of DRAWBACK paid during the above period of Five Years."

(Mr. John Benjamin Smith.)

Ordered, by The House of Commons, *to be Printed*,
5 *July* 1865.

ACCOUNT of all SUGAR, Refined and Unrefined, delivered for HOME CONSUMPTION, in each of the last Five Years, 1860 to 1864, from the Principal PORTS and BONDED WAREHOUSES of the UNITED KINGDOM, distinguishing the Quantities delivered at each Rate of DUTY, of the REVENUE derived from each Class of DUTY, and the Total thereof received at each Port.

YEAR 1860.

PORTS AND TOWNS AT WHICH ENTERED FOR HOME CONSUMPTION.	Quantities of Sugar entered for Home Consumption at each Rate of Duty.						Amount of Duty received thereon.					
	Refined and Candy.	Unrefined.				Aggregate of Sugar Refined and Unrefined.	Refined and Candy.	Unrefined.				Aggregate of Sugar Refined and Unrefined.
		Equal to White Clayed.	Not equal to White Clayed, but equal to Brown Clayed.	Not equal to Brown Clayed.	TOTAL.			Equal to White Clayed.	Not equal to White Clayed, but equal to Brown Clayed.	Not equal to Brown Clayed.	TOTAL.	
	at 18s. 4d. per Cwt.	at 16s. per Cwt.	at 13s. 10d. per Cwt.	at 12s. 8d. per Cwt.			at 18s. 4d. per Cwt.	at 16s. per Cwt.	at 13s. 10d. per Cwt.	at 12s. 8d. per Cwt.		
	Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	£.	£.	£.	£.	£.	£.
London	52,098	30,349	1,887,346	2,466,074	4,383,769	4,435,867	47,745	24,281	1,305,416	1,562,640	2,892,337	2,940,082
Bristol	9,850	3,677	506,274	410,972	920,923	930,573	8,846	2,938	350,174	260,282	613,394	622,240
Goole	11	- -	3,446	27,719	31,165	31,176	10	- -	2,384	17,555	19,939	19,949
Grimsby	11	- -	1,559	5,953	7,512	7,523	10	- -	1,078	3,770	4,848	4,858
Hull	39,655	375	711	415	1,501	41,156	36,351	300	492	263	1,055	37,406
Liverpool	57,160	5,256	392,215	959,382	1,356,853	1,414,013	52,396	4,205	271,290	607,700	883,195	935,591
Newcastle	292	7	118	28	153	445	267	6	81	18	105	372
Plymouth	28	4,307	114,509	89,371	208,187	208,215	26	3,446	79,202	56,602	139,250	139,276
Southampton	13	7	131	22	160	173	12	5	91	14	110	122
Whitehaven	133	92	2,654	341	3,087	3,220	122	74	1,836	216	2,126	2,248
Manchester	1,896	- -	12,415	47,770	60,185	62,081	1,738	- -	8,587	30,254	38 841	40,579
Leith	17,672	316	4,488	2,362	7,166	24,838	16,200	253	3,104	1,496	4,853	21,053
Dundee	13,232	- -	4	- -	4	13,236	12,129	- -	3	- -	3	12,132
Glasgow	28,347	2,436	153,768	110,180	266,384	294,731	25,985	1,949	106,357	69,780	178,086	204,071
Greenock	304	1,444	228,435	922,804	1,152,683	1,152,987	279	1,155	158,000	584,445	743,600	743,879
Port Glasgow	3	131	19,624	61,764	81,519	81,522	3	105	13,573	39,117	52,795	52,798
Dublin	38,069	- -	99,753	44,004	143,757	181,826	34,897	- -	68,998	27,869	96,867	131,764
Belfast	4,261	- -	1,776	2,736	4,512	8,773	3,906	- -	1,228	1,733	2,961	6,867
Cork	162	- -	21,455	17,691	39,146	39,308	149	- -	14,840	11,207	26,047	26,196
Galway	377	- -	2,156	2,197	4,353	4,730	346	- -	1,491	1,392	2,883	3,229
Limerick	231	1	3,573	11,442	15,016	15,247	212	1	2,471	7,246	9,718	9,930
Londonderry	251	- -	2,141	145	2,286	2,537	230	- -	1,481	92	1,573	1,803
Waterford	328	- -	621	542	1,163	1,491	301	- -	430	344	774	1,075
Other Ports	1,890	72	3,345	432	3,849	5,739	1,735	59	2,316	273	2,648	4,383
UNITED KINGDOM	266,074	48,470	3,462,517	5,184,346	8,695,333	8,961,407	243,895	38,777	2,394,923	3,284,308	5,718,008	5,961,903

ACCOUNT of all Sugar, Refined and Unrefined, delivered for Home Consumption, in each of the last Five Years, 1860 to 1864, &c.—*continued*.

YEAR 1861.

PORTS AND TOWNS AT WHICH ENTERED FOR HOME CONSUMPTION.	Quantities of Sugar entered for Home Consumption at each Rate of Duty.						Amount of Duty Received thereon.					
	Refined and Candy.	Unrefined.				Aggregate of Sugar Refined and Unrefined.	Refined and Candy.	Unrefined.				Aggregate of Sugar Refined and Unrefined.
		Equal to White Clayed.	Not equal to White Clayed, but equal to Brown Clayed.	Not equal to Brown Clayed.	TOTAL.			Equal to White Clayed.	Not equal to White Clayed, but equal to Brown Clayed.	Not equal to Brown Clayed.	TOTAL.	
	at 18 *s.* 4 *d.* per Cwt.	at 16 *s.* per Cwt.	at 13 *s.* 10 *d.* per Cwt.	at 12 *s.* 8 *d.* per Cwt.			at 18 *s.* 4 *d.* per Cwt.	at 16 *s.* per Cwt.	at 13 *s.* 10 *d.* per Cwt.	at 12 *s.* 8 *d.* per Cwt.		
	Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	£.	£.	£.	£.	£.	£.
London	29,638	20,201	2,066,700	2,366,698	4,453,599	4,483,237	27,169	16,161	1,428,784	1,495,747	2,940,692	2,967,861
Bristol	13,645	7,895	641,279	449,341	1,098,515	1,112,160	12,508	6,317	443,551	284,583	734,451	746,959
Goole	2,133	- -	24,638	28,307	52,945	55,078	1,955	- -	17,042	17,928	34,970	36,925
Grimsby	- -	4	883	5,543	6,430	6,430	- -	3	610	3,511	4,124	4,124
Hartlepool	2,325	- -	220	25	245	2,570	2,132	- -	152	16	168	2,300
Hull	49,803	263	1,014	201	1,478	51,281	45,653	210	702	127	1,039	46,692
Liverpool	43,567	6,684	327,976	1,064,774	1,399,434	1,443,001	39,937	5,347	226,850	673,578	905,775	945,712
Newcastle	387	17	921	15	953	1,340	355	14	637	10	661	1,016
Plymouth	- -	1,017	61,008	54,261	116,286	116,286	- -	814	42,197	34,365	77,376	77,376
Southampton	48	12	128	98	238	286	44	9	89	62	160	204
Whitehaven	26	- -	3,144	702	3,846	3,872	24	- -	2,174	445	2,619	2,643
Bradford	208	- -	81	- -	81	289	190	- -	56	- -	56	246
Manchester	1,959	11	32,843	30,414	63,268	65,227	1,795	9	22,717	19,305	42,031	43,826
Leith	19,976	274	3,366	1,380	5,020	24,996	18,312	219	2,330	874	3,423	21,735
Dundee	10,227	3	3	- -	6	10,233	9,375	2	2	- -	4	9,379
Glasgow	26,069	1,782	220,277	100,521	322,580	348,649	23,897	1,426	152,359	63,663	217,448	241,345
Greenock	6	796	358,803	911,486	1,271,085	1,271,091	5	637	248,864	576,721	826,222	826,227
Port Glasgow	- -	94	76,916	116,807	193,817	193,817	- -	75	53,200	73,978	127,253	127,253
Dublin	38,380	- -	91,624	25,223	116,847	155,227	35,182	- -	63,382	15,984	79,366	114,548
Belfast	3,728	- -	529	435	964	4,692	3,418	- -	366	275	641	4,059
Cork	25	- -	11,719	11,909	23,628	23,653	23	- -	8,106	7,543	15,649	15,672
Galway	315	- -	3,203	2,217	5,420	5,735	288	- -	2,216	1,404	3,620	3,908
Limerick	106	- -	1,891	10,093	11,984	12,090	97	- -	1,308	6,393	7,701	7,798
Londonderry	955	- -	3,603	17	3,620	4,575	876	- -	2,492	11	2,503	3,379
Waterford	66	- -	- -	116	116	182	60	- -	- -	74	74	134
Other Ports	1,139	439	2,820	370	3,629	4,768	1,044	350	1,951	234	2,535	3,579
UNITED KINGDOM	244,731	39,492	3,935,589	5,180,953	9,156,034	9,400,765	224,339	31,593	2,722,137	3,276,831	6 030,561	6,254,900

ACCOUNT of all Sugar, Refined and Unrefined, delivered for Home Consumption, in each of the last Five Years, 1860 to 1864, &c.—*continued.*

YEAR 1862.

PORTS AND TOWNS. AT WHICH ENTERED FOR HOME CONSUMPTION.	Quantities of Sugar Entered for Home Consumption at each Rate of Duty.						Amount of Duty received thereon.					
	Refined and Candy.	Unrefined.				Aggregate of Sugar Refined and Unrefined.	Refined and Candy.	Unrefined.				Aggregate of Sugar Refined and Unrefined.
		Equal to White Clayed.	Not equal to White Clayed, but equal to Brown Clayed.	Not equal to Brown Clayed.	TOTAL.			Equal to White Clayed.	Not Equal to White Clayed, but equal to Brown Clayed.	Not equal to Brown Clayed.	TOTAL.	
	at 18 *s.* 4 *d.* per Cwt.	at 16 *s.* per Cwt.	at 13 *s.* 10 *d.* per Cwt.	at 12 *s.* 8 *d.* per Cwt.			at 18 *s.* 4 *d.* per Cwt.	at 16 *s.* per Cwt.	at 13 *s.* 10 *d.* per Cwt.	at 12 *s.* 8 *d.* per Cwt.		
	Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	£.	£.	£.	£.	£.	£.
London	27,223	12,600	1,955,181	2,332,824	4,300,605	4,327,828	24,947	10,080	1,352,340	1,477,433	2,839,853	2,864,800
Bristol	13,986	2,227	488,438	619,968	1,110,633	1,124,619	12,820	1,781	337,836	392,649	732,266	745,086
Goole	18,075	2	30,810	46,334	77,146	95,221	16,569	1	21,311	29,345	50,657	67,226
Grimsby	181	7	2,977	9,968	12,952	13,133	166	6	2,059	6,313	8,378	8,544
Hartlepool	2,410	26	69	2	97	2,507	2,209	20	48	1	69	2,278
Hull	66,289	25	355	30	410	66,699	60,765	20	245	19	284	61,049
Liverpool	35,702	31,063	225,771	1,188,420	1,445,254	1,480,956	32,727	24,850	156,165	752,766	933,781	966,508
Newcastle	938	43	279	2	324	1,262	860	35	193	1	229	1,089
Plymouth	8	587	56,297	61,532	118,416	118,424	7	469	38,939	38,970	78,378	78,385
Southampton	802	42	4,239	17,068	21,349	22,151	735	34	2,932	10,810	13,776	14,511
Whitehaven	- -	101	739	209	1,049	1,049	- -	81	511	132	724	724
Bradford	371	- -	- -	- -	- -	371	340	- -	- -	- -	- -	340
Manchester	315	- -	24,091	45,490	69,581	69,896	289	- -	16,663	28,810	45,473	45,762
Leith	18,436	496	5,342	638	6,476	24,912	16,900	397	3,695	404	4,496	21,396
Dundee	8,449	1	11	- -	12	8,461	7,745	1	8	- -	9	7,754
Glasgow	23,344	3,732	211,399	132,778	347,909	371,253	21,399	2,986	146,218	84,093	233,297	254,696
Greenock	38	3,417	394,853	1,221,723	1,619,993	1,620,031	35	2,734	273,106	773,595	1,049,435	1,049,470
Port Glasgow	- -	164	93,166	93,037	186,367	186,367	- -	131	64,440	58,924	123,495	123,495
Dublin	41,784	- -	71,022	21,746	92,768	134,552	38,302	- -	49,125	13,774	62,899	101,201
Belfast	4,840	- -	515	175	690	5,530	4,437	- -	356	111	467	4,904
Cork	4,618	- -	8,617	8,699	17,316	21,934	4,233	- -	5,961	5,514	11,475	15,708
Galway	94	- -	2,957	1,450	4,407	4,501	86	- -	2,045	919	2,964	3,050
Limerick	- -	- -	1,753	7,425	9,178	9,178	- -	- -	1,213	4,703	5,916	5,916
Londonderry	71	- -	1,624	- -	1,624	1,695	65	- -	1,123	- -	1,123	1,188
Waterford	88	- -	33	28	61	149	81	- -	23	18	41	122
Other Ports	1,586	403	1,786	326	2,515	4,101	1,453	324	1,235	206	1,765	3,218
UNITED KINGDOM	269,648	54,936	3,582,324	5,809,872	9,447,132	9,716,780	247,170	43,950	2,477,790	3,679,510	6,201,250	6,448,420

Account of all Sugar, Refined and Unrefined, delivered for Home Consumption, in each of the last Five Years, 1860 to 1864, &c.—*continued*.

Year 1863.

Ports and Towns at which entered for Home Consumption.	Quantities of Sugar entered for Home Consumption at each rate of Duty.						Amount of Duty received thereon.					
	Refined and Candy.	Unrefined.				Aggregate of Sugar Refined and Unrefined.	Refined and Candy.	Unrefined.				
		Equal to White Clayed.	Not equal to White Clayed, but equal to Brown Clayed.	Not equal to Brown Clayed.	Total.			Equal to White Clayed.	Not equal to White Clayed, but equal to Brown Clayed.	Not equal to Brown Clayed.	Total.	Aggregate of Sugar Refined and Unrefined.
	at 18 *s.* 4 *d.* per Cwt.	at 16*s.* per Cwt.	at 13 *s.* 10 *d.* per Cwt.	at 12*s.* 8*d.* per Cwt.			at 18*s.* 4*d.* per Cwt.	at 16*s.* per Cwt.	at 13*s.* 10*d.* per Cwt.	at 12*s.* 8*d.* per Cwt.		
	Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	£.	£.	£.	£.	£.	£.
London	35,789	13,745	1,926,960	2,281,864	4,222,569	4,258,358	32,812	10,997	1,332,829	1,445,641	2,789,467	2,822,279
Bristol	9,544	2,565	458,634	439,430	900,629	910,173	8,749	2,052	317,222	278,306	597,580	606,329
Goole	27,682	2	29,681	48,205	77,888	105,570	25,375	2	20,530	30,530	51,062	76,437
Grimsby	172	-	12,380	7,863	20,243	20,415	157	-	8,563	4,980	13,543	13,700
Hartlepool	2,109	-	146	-	146	2,255	1,933	-	101	-	101	2,034
Hull	48,456	18	360	38	416	48,872	44,418	14	249	24	287	44,705
Liverpool	27,815	3,186	281,154	1,297,012	1,581,352	1,609,167	25,459	2,549	194,465	821,598	1,018,612	1,044,071
Newcastle	1,335	2	276	114	392	1,727	1,224	1	191	72	264	1,488
Plymouth	15	480	57,259	107,710	165,449	165,464	14	384	39,604	68,216	108,204	108,218
Southampton	1,616	9	4,021	26,393	30,423	32,039	1,481	7	2,781	16,715	19,503	20,984
Whitehaven	-	-	2,756	239	2,995	2,995	-	-	1,906	151	2,057	2,057
Bradford	930	-	-	-	-	930	853	-	-	-	-	853
Manchester	493	-	19,164	59,389	78,553	79,046	452	-	13,255	37,656	50,911	51,363
Leith	17,191	369	5,280	697	6,346	23,537	15,759	295	3,662	441	4,398	20,157
Dundee	9,793	-	4	-	4	9,797	8,977	-	3	-	3	8,980
Glasgow	16,006	1,779	212,783	216,747	431,309	447,315	14,671	1,423	147,172	137,273	285,868	300,539
Greenock	34	749	516,644	1,289,945	1,807,338	1,807,372	32	599	357,346	816,968	1,174,913	1,174,945
Port Glasgow	-	128	106,497	100,609	207,234	207,234	-	103	73,661	63,719	137,483	137,483
Dublin	35,272	-	14,189	68,362	82,551	117,823	32,333	-	9,816	43,312	53,128	85,461
Belfast	3,823	-	348	349	697	4,520	3,502	-	240	222	462	3,964
Cork	8,329	-	8,376	7,451	15,827	24,156	7,635	-	5,794	4,719	10,513	18,148
Galway	90	-	716	3,381	4,097	4,187	82	-	495	2,141	2,636	2,718
Limerick	302	-	1,980	9,318	11,298	11,600	277	-	1,370	5,902	7,272	7,549
Londonderry	389	-	53	33	86	475	356	-	37	21	58	414
Waterford	-	-	24	145	169	169	-	-	16	92	108	108
Other ports	3,727	110	1,347	627	2,084	5,811	3,416	89	931	397	1,417	4,833
United Kingdom	250,912	23,142	3,661,032	5,965,921	9,650,095	9,901,007	229,967	18,515	2,532,239	3,779,096	6,329,850	6,559,817

ACCOUNT of all Sugar, Refined and Unrefined, delivered for Home Consumption, in each of the last Five Years, 1860 to 1864, &c.—*continued.*

YEAR 1864, previously to the Reduction of the Duty.

PORTS AND TOWNS AT WHICH ENTERED FOR HOME CONSUMPTION.	Quantities of Sugar entered for Home Consumption at each Rate of Duty.						Amount of Duty Received thereon.					
	Refined and Candy Entered previously to 5 May.	Unrefined, Entered previously to 16 April.				Aggregate of Sugar Refined and Unrefined.	Refined and Candy Entered previously to 5 May.	Unrefined, Entered previously to 16 April.				Aggregate of Sugar Refined and Unrefined.
		Equal to White Clayed.	Not equal to White Clayed, but equal to Brown Clayed.	Not equal to Brown Clayed.	TOTAL.			Equal to White Clayed.	Not equal to White Clayed, but equal to Brown Clayed.	Not equal to Brown Clayed.	TOTAL.	
	at 18 *s.* 4 *d.* per Cwt.	at 16 *s.* per Cwt.	at 13 *s.* 10 *d.* per Cwt.	at 12 *s.* 8 *d.* per Cwt.			at 18 *s.* 4 *d.* per Cwt.	at 16 *s.* per Cwt.	at 13 *s.* 10 *d.* per Cwt.	at 12 *s.* 8 *d.* per Cwt.		
	Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	£.	£.	£.	£.	£.	£.
London	6,905	1,413	302,442	508,746	312,601	819,506	6,330	1,131	209,189	322,207	532,527	538,857
Bristol	691	514	56,544	79,233	136,291	136,982	633	411	39,110	50,181	89,702	90,335
Cardiff	786	-	17	-	17	803	721	-	12	-	12	733
Goole	2,652	-	1,024	11,941	12,965	15,617	2,431	-	708	7,563	8,271	10,702
Grimsby	23	-	70	11	81	104	21	-	48	7	55	76
Hartlepeol	281	-	89	-	89	370	257	-	61	-	61	318
Harwich	—	—	—	—	—	—	—	—	—	—	—	—
Hull	10,860	23	92	11	126	10,986	9,955	18	64	7	89	10,044
Ipswich	—	—	—	—	—	—	—	—	—	—	—	—
Liverpool	13,675	1,475	45,040	356,985	403,500	417,175	12,535	1,180	31,153	226,091	258,424	270,959
Newcastle	1,294	2	9	12	23	1,317	1,186	2	7	8	17	1,203
Plymouth	8	644	4,082	28,486	33,212	33,220	7	515	2,823	18,041	21,379	21,386
Rochester	—	—	—	—	—	—	—	—	—	—	—	—
Shoreham	—	—	—	—	—	—	—	—	—	—	—	—
Southampton	8	-	257	951	1,208	1,216	7	-	178	602	780	787
Stockton	-	-	206	—	206	206	-	-	142	-	142	142
Whitehaven	-	-	341	29	370	370	-	-	236	19	255	255
Bradford	224	-	-	-	-	224	206	-	-	-	-	206
Leeds	—	—	—	—	—	—	—	—	—	—	—	—
Manchester	145	-	1,245	20,156	21,401	21,546	133	-	861	12,766	13,627	13,760
Leith	4,353	15	1,497	-	1,512	5,865	3,990	12	1,035	-	1,047	5,037
Dumfries	—	—	—	—	—	—	—	—	—	—	—	—
Dundee	1,504	4	-	1	5	1,509	1,379	3	-	1	4	1,383
Glasgow	2,737	995	40,896	56,373	98,264	101,001	2,509	796	28,287	35,703	64,786	67,295
Greenock	8	111	68,612	281,206	349,929	349,937	7	89	47,457	178,097	225,643	225,650
Port Glasgow	-	105	22,560	19,521	42,186	42,186	-	84	15,604	12,363	28,051	28,051
Dublin	9,167	-	3,323	4,108	7,431	16,598	8,403	-	2,298	2,602	4,900	13,303
Belfast	1,021	-	72	152	224	1,245	936	-	50	95	145	1,081
Cork	1,580	-	1,593	1,446	3,039	4,619	1,448	-	1,102	916	2,018	3,466
Galway	27	-	111	282	393	420	25	-	76	179	255	280
Limerick	-	-	51	1,499	1,550	1,550	-	-	35	949	984	984
Londonderry	365	-	1	-	1	366	334	-	1	-	1	335
Waterford	—	—	—	—	—	—	—	—	—	—	—	—
Other ports	580	205	980	126	1,311	1,891	532	164	678	80	922	1,454
UNITED KINGDOM	58,894	5,506	551,154	1,371,275	1,927,935	1,986,829	53,985	4,405	381,215	868,477	1,254,097	1,308,082

ACCOUNT of all Sugar, Refined and Unrefined, delivered for Home Consumption, in each of the last Five Years, from 1860 to 1864, &c.—*continued.*

YEAR 1864, subsequently to the Reduction of the Duty.

PORTS AND TOWNS AT WHICH ENTERED FOR HOME CONSUMPTION.	Quantities of Sugar entered for Home Consumption, at each Rate of Duty.							Amount of Duty received thereon.						
	Refined and Candy, Entered from and after 5 May.	Unrefined entered from and after 16 April.					Aggregate of Sugar, Refined and Unrefined.	Refined and Candy, Entered from and after 5 May.	Unrefined entered from and after 16 April.					Aggregate of Sugar, Refined and Unrefined.
		Equal to White Clayed.	Not equal to White Clayed, but equal to Brown Clayed.	Not equal to Brown Clayed.		TOTAL.			Equal to White Clayed.	Not equal to White Clayed, but equal to Brown Clayed.	Not equal to Brown Clayed.		TOTAL.	
				Equal to Brown Muscovado.	Not equal to Brown Muscovado.						Equal to Brown Muscovado.	Not equal to Brown Muscovado.		
	at 12 *s.* 10 *d.* per Cwt.	at 11 *s.* 8 *d.* per Cwt.	at 10 *s.* 6 *d.* per Cwt.	at 9 *s.* 4 *d.* per Cwt.	at 8 *s.* 2 *d.* per Cwt.			at 12 *s.* 10 *d.* per Cwt.	at 11 *s.* 8 *d.* per Cwt.	at 10 *s.* 6 *d.* per Cwt.	at 9 *s.* 4 *d.* per Cwt.	at 8 *s.* 2 *d.* per Cwt.		
	Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	£.	£.	£.	£.	£.	£.	£.
London	299,978	37,569	1,323,293	1,128,156	303,001	2,792,019	3,091,997	192,486	21,915	694,729	526,472	123,846	1,366,962	1,559,448
Bristol	37,201	11,736	429,347	380,564	91,771	913,418	950,619	23,871	6,846	225,406	177,597	37,473	447,322	471,193
Cardiff	437	- -	31	- -	- -	31	468	281	- -	16	- -	- -	16	297
Goole	25,200	60	18,915	17,622	4,605	41,202	66,402	16,170	35	9,931	8,223	1,880	20,069	36,239
Grimsby	284	- -	143	6	- -	149	433	182	- -	75	3	- -	78	260
Hartlepool	4,984	- -	188	- -	- -	188	5,172	3,199	- -	99	- -	- -	99	3,298
Harwich	907	- -	- -	- -	- -	- -	907	582	- -	- -	- -	- -	- -	582
Hull	117,903	59	671	8	283	1,021	118,924	75,653	35	352	3	116	506	76,159
Ipswich	696	- -	- -	- -	- -	- -	696	447	- -	- -	- -	- -	- -	447
Liverpool	88,251	15,108	250,446	600,609	293,424	1,159,587	1,247,838	56,628	8,813	131,484	280,283	119,902	540,482	597,110
Newcastle	5,447	4	151	92	- -	247	5,694	3,495	2	79	42	- -	123	3,618
Plymouth	2,130	1,563	31,565	99,815	64,030	196,973	199,103	1,367	912	16,571	46,580	26,146	90,209	91,576
Rochester	4,714	- -	- -	- -	- -	- -	4,714	3,025	- -	- -	- -	- -	- -	3,025
Shoreham	2,320	- -	- -	- -	- -	- -	2,320	1,489	- -	- -	- -	- -	- -	1,489
Southampton	1,993	5	41	4	- -	50	2,043	1,278	3	21	2	- -	26	1,304
Stockton	667	19	1,394	- -	- -	1,413	2,080	428	11	732	- -	- -	743	1,171
Whitehaven	263	46	1,662	410	- -	2,118	2,381	169	27	872	191	- -	1,090	1,259
Bradford	817	- -	- -	- -	- -	- -	817	524	- -	- -	- -	- -	- -	524
Leeds	429	- -	- -	- -	- -	- -	429	276	- -	- -	- -	- -	- -	276
Manchester	1,158	- -	26,519	17,142	1,120	44,781	45,939	743	- -	13,923	7,999	477	22,399	23,142
Leith	30,923	144	2,017	529	1	2,691	33,614	19,842	84	1,059	246	1	1,390	21,232
Dumfries	511	- -	- -	- -	- -	- -	511	328	- -	- -	- -	- -	- -	328
Dundee	17,271	1	4	- -	- -	5	17,276	11,082	1	2	- -	- -	3	11,085
Glasgow	46,208	10,195	210,856	88,098	14,661	323,810	370,018	29,650	5,947	110,699	41,112	5,987	163,745	193,395
Greenock	169	16,103	642,998	724,091	195,342	1,578,534	1,578,703	103	9,393	537,574	337,908	79,765	764,640	764,748
Port Glasgow	- -	1,851	79,293	57,763	17,858	156,765	156,765	- -	1,080	41,629	29,956	7,292	76,957	76,957
Dublin	36,941	- -	6,016	25,309	1,488	32,813	69,754	23,703	- -	3,159	11,810	608	15,577	39,280
Belfast	5,941	- -	11	170	14	195	6,136	3,812	- -	6	80	6	92	3,904
Cork	7,437	- -	1,566	2,053	522	4,141	11,578	4,772	- -	822	958	213	1,993	6,765
Galway	131	- -	228	1,774	173	2,175	2,306	84	- -	120	827	71	1,018	1,102
Limerick	96	- -	434	3,287	948	4,669	4,765	61	- -	228	1,534	387	2,149	2,210
Londonderry	107	- -	5	- -	- -	5	112	69	- -	2	- -	- -	2	71
Waterford	10	- -	36	78	- -	114	124	6	- -	19	36	- -	55	61
Other Ports	1,833	139	1,189	489	261	2,078	3,911	1,176	81	624	228	107	1,040	2,216
UNITED KINGDOM	743,357	94,602	3,029,019	3,148,069	989,502	7,261,192	8,004,549	476,986	55,185	1,590,233	1,469,090	404,277	3,518,785	3,995,771

Account of all Sugar, Refined and Unrefined, delivered for Home Consumption, in each of the last Five Years, 1860 to 1864, &c.—*continued.*

Aggregate of the Year 1864.

Ports and Towns at which entered for Home Consumption.	Quantities of Sugar of each Class entered for Home Consumption.						Amount of Duty received thereon.					
	Refined and Candy.	Unrefined.				Aggregate of Sugar Refined and Unrefined.	Refined and Candy.	Unrefined.				Aggregate of Sugar Refined and Unrefined.
		Equal to White Clayed.	Not equal to White Clayed but equal to Brown Clayed.	Not equal to Brown Clayed.	Total.			Equal to White Clayed.	Not equal to White Clayed but equal to Brown Clayed.	Not equal to Brown Clayed.	Total	
	Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	£.	£.	£.	£.	£.	£.
London	306,883	38,982	1,625,735	1,939,903	3,604,620	3,911,503	198,816	23,046	903,918	972,525	1,899,489	2,098,305
Bristol	37,892	12,250	485,891	551,568	1,049,709	1,087,601	24,504	7,257	264,516	265,251	537,024	561,528
Cardiff	1,223	- -	48	- -	48	1,271	1,002	- -	28	- -	28	1,030
Goole	27,852	60	19,939	34,168	54,167	82,019	18,601	35	10,639	17,666	28,340	46,941
Grimsby	307	- -	213	17	230	537	203	- -	123	10	133	336
Hartlepool	5,265	- -	277	- -	277	5,542	3,456	- -	160	- -	160	3,616
Harwich	907	- -	- -	- -	- -	907	582	- -	- -	- -	- -	582
Hull	128,763	82	763	302	1,147	129,910	85,608	53	416	126	595	86,203
Ipswich	696	- -	- -	- -	- -	696	447	- -	- -	- -	- -	447
Liverpool	101,926	16,583	295,486	1,251,018	1,563,087	1,665,013	69,163	9,993	162,637	626,276	798,906	868,069
Newcastle	6,741	6	160	104	270	7,011	4,681	4	86	50	140	4,821
Plymouth	2,138	2,207	35,647	192,331	230,185	232,323	1,374	1,427	19,394	90,767	111,588	112,962
Rochester	4,714	- -	- -	- -	- -	4,714	3,025	- -	- -	- -	- -	3,025
Shoreham	2,320	- -	- -	- -	- -	2,320	1,489	- -	- -	- -	- -	1,489
Southampton	2,001	5	298	955	1,258	3,259	1,285	3	199	604	806	2,091
Stockton	667	19	1,600	- -	1,619	2,286	428	11	874	- -	885	1,313
Whitehaven	263	46	2,003	439	2,488	2,751	169	27	1,108	210	1,345	1,514
Bradford	1,041	- -	- -	- -	- -	1,041	730	- -	- -	- -	- -	730
Leeds	429	- -	- -	- -	- -	429	276	- -	- -	- -	- -	276
Manchester	1,303	- -	27,764	38,418	66,182	67,485	876	- -	14,784	21,242	36,026	36,902
Leith	35,276	159	3,514	530	4,203	39,479	23,832	96	2,094	247	2,437	26,269
Dumfries	511	- -	- -	- -	- -	511	328	- -	- -	- -	- -	328
Dundee	18,775	5	4	1	10	18,785	12,461	4	2	1	7	12,468
Glasgow	48,945	11,190	251,752	159,132	422,074	471,019	32,159	6,743	138,986	82,802	228,531	260,690
Greenock	177	16,214	711,610	1,200,639	1,928,463	1,928,640	115	9,482	385,031	595,770	990,283	990,398
Port Glasgow	- -	1,956	101,853	95,142	198,951	198,951	- -	1,164	57,233	46,611	105,008	105,008
Dublin	46,108	- -	9,339	30,905	40,244	86,352	32,106	- -	5,457	15,020	20,477	52,583
Belfast	6,962	- -	83	336	419	7,381	4,748	- -	56	181	237	4,985
Cork	9,017	- -	3,159	4,021	7,180	16,197	6,220	- -	1,924	2,087	4,011	10,231
Galway	158	- -	339	2,229	2,568	2,726	109	- -	196	1,077	1,273	1,382
Limerick	96	- -	485	5,734	6,219	6,315	61	- -	263	2,870	3,133	3,194
Londonderry	472	- -	6	- -	6	478	403	- -	3	- -	3	406
Waterford	10	- -	36	78	114	124	6	- -	19	36	55	61
Other ports	2,413	344	2,169	876	3,389	5,802	1,708	245	1,302	415	1,962	3,670
United Kingdom	802,251	100,103	3,580,173	5,508,846	9,189,127	9,991,378	530,971	59,590	1,971,448	2,741,844	4,772,882	5,303,853

ACCOUNT of the EXPORTS of RE-MADE SUGAR, called PIECES or BASTARDS, the Rates of DRAWBACK allowed, and the Total Amount of DRAWBACK during each of the last Five Years, 1860 to 1864.

PORTS AT WHICH ENTERED FOR DRAWBACK.	Quantities of Bastard Sugar Exported at each rate of Drawback.							Amount of Drawback paid thereon.						
	Exported:				Delivered for Sweetening Spirits.		Total.	Exported:				Delivered for Sweetening Spirits.		Total.
	As Merchandise.		For Ship's Stores.					As Merchandise.		For Ship's Stores.				
	At 15 *s.* 1 *d.* per Cwt.	At 12 *s.* 8 *d.* per Cwt.	At 15 *s.* 1 *d.* per Cwt.	At 12 *s.* 8 *d.* per Cwt.	At 15 *s.* 1 *d.* per Cwt.	At 12 *s.* 8 *d.* per Cwt.		At 15 *s.* 1 *d.* per Cwt.	At 12 *s.* 8 *d.* per Cwt.	At 15 *s.* 1 *d.* per Cwt.	At 12 *s.* 8 *d.* per Cwt.	At 15 *s.* 1 *d.* per Cwt.	At 12 *s.* 8 *d.* per Cwt.	
YEAR 1860:	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	£.	£.	£.	£.	£.	£.	£.
London	1,538	1,926	223	6,734	-	-	10,421	1,160	1,220	168	4,265	-	-	6,813
Other Ports of England	856	1,126	148	622	-	-	2,752	645	713	112	393	-	-	1,863
Ports of Scotland	52	-	86	355	67	91	651	40	-	65	225	50	58	438
Ports of Ireland	—	—	—	—	—	—	—	—	—	—	—	—	—	—
UNITED KINGDOM	2,446	3,052	457	7,711	67	91	13,824	1,845	1,933	345	4,883	50	58	9,114
YEAR 1861:														
London	1,122	2,844	84	3,467	-	-	7,517	846	1,801	64	2,196	-	-	4,907
Other Ports of England	11,703	17,442	239	479	-	-	29,863	8,826	11,046	180	303	-	-	20,355
Ports of Scotland	38	-	109	168	57	-	372	29	-	82	106	44	-	261
Ports of Ireland	-	-	7	-	-	-	7	-	-	5	-	-	-	5
UNITED KINGDOM	12,863	20,286	439	4,114	57	-	37,759	9,701	12,847	331	2,605	44	-	25,528
YEAR 1862:														
London	8,197	21,252	458	6,220	-	-	36,127	6,182	13,459	345	3,939	-	-	23,925
Other Ports of England	12,864	7,577	184	636	-	-	21,261	9,702	4,799	139	402	-	-	15,042
Ports of Scotland	60	30	93	689	16	78	966	45	19	70	437	12	49	632
Ports of Ireland	—	—	—	—	—	—	—	—	—	—	—	—	—	—
UNITED KINGDOM	21,121	28,859	735	7,545	16	78	58,354	15,929	18,277	554	4,778	12	49	39,599

ACCOUNT of the Export of Re-made Sugar, called Pieces or Bastards, the Rates of Drawback allowed, and the Total Amount of Drawback, &c., 1860 to 1864.—*continued.*

PORTS AT WHICH ENTERED FOR DRAWBACK.	Quantities of Bastard Sugar exported at each rate of Drawback.							Amount of Drawback paid thereon.						
	Exported:				Delivered for Sweetening Spirits.		TOTAL.	Exported:				Delivered for Sweetening Spirits.		TOTAL.
	As Merchandise.		For Ship's Stores.					As Merchandise.		For Ship's Stores.				
	At 15 *s.* 1 *d.* per Cwt.	At 12 *s.* 8 *d.* per Cwt.	At 15 *s.* 1 *d.* per Cwt.	At 12 *s.* 8 *d.* per Cwt.	At 15 *s.* 1 *d.* per Cwt.	At 12 *s.* 8 *d.* per Cwt.		At 15 *s.* 1 *d.* per Cwt.	At 12 *s.* 8 *d.* per Cwt.	At 15 *s.* 1 *d.* per Cwt.	At 12 *s.* 8 *d.* per Cwt.	At 15 *s.* 1 *d.* per Cwt.	At 12 *s.* 8 *d.* per Cwt.	
YEAR 1863:	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	£.	£.	£.	£.	£.	£.	£.
London	15,413	12,883	527	6,506	- -	- -	35,329	11,624	8,159	398	4,120	- -	- -	24,301
Other ports of England	24,681	2,065	243	623	- -	- -	27,612	18,613	1,308	183	395	- -	- -	20,499
Ports of Scotland	2,167	21	81	1,262	57	36	3,624	1,634	13	61	799	43	23	2,573
Ports of Ireland	—	—	—	—	—	—	—	—	—	—	—	—	—	—
UNITED KINGDOM	42,261	14,969	851	8,391	57	36	66,565	31,871	9,480	642	5,314	43	23	47,373
YEAR 1864 (Previously to 21 April):														
London	747	856	74	2,236	- -	- -	3,913	563	542	56	1,416	- -	- -	2,577
Other ports of England	7,083	2,310	406	2,624	- -	- -	12,423	5,342	1,463	306	1,662	- -	- -	8,773
Ports of Scotland	55	- -	50	231	11	- -	347	42	- -	37	146	9	- -	234
Ports of Ireland	- -	- -	1	- -	- -	- -	1	- -	- -	1	- -	- -	- -	1
UNITED KINGDOM	7,885	3,166	531	5,091	11	- -	16,684	5,947	2,005	400	3,224	9	- -	11,585
YEAR 1864 (On and after 21 April):	At 10 *s.* 10 *d.* per Cwt.	At 9 *s.* 6 *d.* per Cwt.	At 8 *s.* 2 *d.* per Cwt.	At 10 *s.* 10 *d.* per Cwt.	At 9 *s.* 6 *d.* per Cwt.	At 8 *s.* 2 *d.* per Cwt.	At 10 *s.* 10 *d.* per Cwt.	At 9 *s.* 6 *d.* per Cwt.	At 8 *s.* 2 *d.* per Cwt.							
	Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*							
	At 10 *s.* 10 *d.* per Cwt.	At 9 *s.* 6 *d.* per Cwt.	At 8 *s.* 2 *d.* per Cwt.	At 10 *s.* 10 *d.* per Cwt.	At 9 *s.* 6 *d.* per Cwt.	At 8 *s.* 2 *d.* per Cwt.	At 10 *s.* 10 *d.* per Cwt.	At 9 *s.* 6 *d.* per Cwt.	At 8 *s.* 2 *d.* per Cwt.	At 10 *s.* 10 *d.* per Cwt.	At 9 *s.* 6 *d.* per Cwt.	At 8 *s.* 2 *d.* per Cwt.	At 10 *s.* 10 *d.* per Cwt.	At 9 *s.* 6 *d.* per Cwt.	At 8 *s.* 2 *d.* per Cwt.	
	£.	£.	£.	£.	£.	£.	£.	£.	£.							
London	462	2,170	356	112	1,990	734	—	—	—	5,824	250	1,030	145	61	945	300	—	—	—	2,731
Other ports of England	24,439	702	105	63	50	182	—	—	—	25,541	13,238	334	43	34	24	74	—	—	—	13,747
Ports of Scotland	1,093	19	—	24	441	198	—	—	—	1,775	592	9	—	13	209	81	—	—	—	904
Ports of Ireland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
UNITED KINGDOM	25,994	2,891	461	199	2,481	1,114	—	—	—	33,140	14,080	1,373	188	108	1,178	455	—	—	—	17,382

Account of the Export of Re-made Sugar, called Pieces or Bastards, the Rates of Drawback, &c., 1860 to 1864—*continued.*

Aggregate of the Year 1864.

PORTS AT WHICH ENTERED.	Quantities of Bastard Sugar Exported.				Amount of Drawback Paid thereon.			
	Exported:		Delivered for Sweetening Spirits.	Total.	Exported:		Delivered for Sweetening Spirits.	Total.
	As Merchandise.	For Ship's Stores.			As Merchandise.	For Ship's Stores.		
	Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	£.	£.	£.	£.
London - - - -	4,591	5,146	- -	9,737	2,530	2,778	- -	5,308
Other ports of England -	34,639	3,325	- -	37,964	20,420	2,100	- -	22,520
Ports of Scotland - -	1,167	944	11	2,122	643	486	9	1,138
Ports of Ireland - -	- -	1	- -	1	- -	1	- -	1
United Kingdom - -	40,397	9,416	11	49,824	23,593	5,365	9	28,967

Office of the Inspector General of Imports and Exports,
Custom House, London, 3 July 1865.

John A. Messenger.

SUGAR.

RETURN of all Sugar, Refined and Unrefined, delivered for Home Consumption in each of the last Five Years from the principal Ports and Bonded Warehouses of the United Kingdom, distinguishing the Quantities delivered at each Rate of Duty; of the Revenue derived from each Class of Duty; and, of the Export of Re-made Sugar, called Pieces or Bastards, the Rates of Drawback allowed, and the Total Amount of Drawback paid during the above Period.

(*Mr. John Benjamin Smith.*)

Ordered, by The House of Commons, *to be Printed,*
5 *July* 1865.

SUGAR DRAWBACKS.

RETURN to an Address of the Honourable The House of Commons, dated 30 May 1865;—*for*,

"COPY of a LETTER, dated the 10th day of November 1864, from the Under Secretary of State for Foreign Affairs to the Secretary to the Treasury, enclosing DRAFT CONVENTION between Her Majesty, the King of the Belgians, the Emperor of the French, and the King of the Netherlands, regulating the DRAWBACKS on SUGAR."

Treasury Chambers, 1 June 1865.

F. PEEL.

The Under Secretary of State for Foreign Affairs to the Secretary of the Treasury.

Sir, Foreign Office, 10 November 1864.

I AM directed by Earl Russell to transmit to you, for the information of the Lords Commissioners of Her Majesty's Treasury, copy of a Despatch from the Hon. William G. Grey, enclosing the Convention regulating the Drawbacks on Sugar, which he had signed on the 8th instant. No. 255, Nov. 8, 1864.

I am also to transmit some printed copies of the Convention and of the Protocol and Declaration which were signed at the same time.

The provisions of the Convention, however, will not come into operation until the Ratifications shall have been exchanged.

I am, &c.
(signed) *A. H. Layard.*

The Secretary of the Treasury.

The Hon. *W. G. Grey* to the Right Hon. Earl *Russell*, K.G.

My Lord, Paris, 8 November 1864.

I HAVE the honour to transmit herewith to your Lordship the Convention for the Regulation of the Drawbacks on Refined Sugar, which was this day signed at the French Foreign Office by the Plenipotentiaries of Great Britain, Belgium, France, and Holland.

Attached to the Convention is a Protocol signed by the four Plenipotentiaries, which states that in the event of no satisfactory results being arrived at by the experiments to be made in accordance with the provisions of Article II, the Convention will become void and of none effect; and lastly, a Declaration signed by the Plenipotentiaries of Great Britain and France, by which the French Government pledges itself not to take advantage of the provisions of Article XIV.

I have, &c.
(signed) *W. G. Grey.*

The Earl Russell, K.G.
&c. &c. &c.

CONVENTION between Her Majesty, the King of the *Belgians*, the Emperor of the *French*, and the King of the *Netherlands*, regulating the Drawbacks on Sugar.

Signed at Paris, 8 November 1864.

[Ratifications exchanged at .]

SA Majesté la Reine du Royaume Uni de la Grande Bretagne et d'Irlande, Sa Majesté le Roi des Belges, Sa Majesté l'Empereur des Français, et Sa Majesté le Roi des Pays-Bas, également animés du désir de régler d'un commun accord les questions internationales relatives à la législation des sucres, et notamment au drawback accordé à la sortie des sucres raffinés, ont résolu de convertir en une Convention Diplomatique l'arrangement que les Commissaires délégués par les Gouvernements des quatre Etats Contractants ont signé le 4 Octobre de la présente année.

A cet effet, leurs dites Majestés ont nommé pour leurs Plénipotentiaires, savoir:

Sa Majesté la Reine du Royaume Uni de la Grande Bretagne et d'Irlande, l'Honorable William George Grey, Chargé d'Affaires de Sa Majesté Britannique à Paris;

Sa Majesté le Rois des Belges, M. le Baron Eugène Beyens, Officier de l'Ordre de Léopold, Commandeur de l'Ordre Impérial de la Légion d'Honneur, &c., &c., &c.; Son Envoyé Extraordinaire et Ministre Plénipotentiaire près Sa Majesté l'Empereur des Français;

Sa Majesté l'Empereur des Français, M. Edouard Drouyn de Lhuys, Sénateur de l'Empire, Grand-Croix de Son Ordre Impérial de la Légion d'Honneur, de l'Ordre de Léopold de Belgique, le l'Ordre du Lion Néerlandais, &c., &c., &c.; Son Ministre et Secrétaire d'Etat au Département des Affaires Etrangères;

Sa Majesté le Roi des Pays-Bas, M. Léonard Antoine Lightenvelt, Grand-Croix de l'Ordre du Lion Néerlandais, Grand Officier de l'Ordre Impérial de la Légion d'Honneur, &c., &c., &c., Son Envoyé Extraordinaire et Ministre Plénipotentiaire près Sa Majesté l'Empereur des Français;

Lesquels, après s'être communiqué leurs pleins pouvoirs respectifs, trouvés en bonne et due forme, sont convenus des Articles suivants:—

ARTICLE I.

Le minimum du rendement des sucres au raffinage est réglé provisoirement ainsi qu'il suit, par cent kilogrammes de sucre brut:—

Numéros de la Série des Types Hollandais.	Sucres Raffinés, en Pains.
18, 17, 16, 15	87 kilogrammes.
14, 13, 12, 11, 10	85 „
9, 8, 7	81 „
Au-dessous de 7	76 „

Les nuances intermédiaires entre deux classes appartiendront à la classe inférieure.

ARTICLE II.

Immédiatement après l'échange des ratifications de la présente Convention, il sera procédé d'un commun accord, à frais communs, sous le contrôle collectif des agents nommés par les quatre Gouvernements contractants, et dans telle localité qui sera désignée de concert, à des expériences pratiques de raffinage sur des sucres bruts de chaque classe, et autant que possible des différentes origines, afin de constater leur rendement effectif.

ARTICLE III.

Les rendements fixés par l'Article I. seront modifiés d'après les résultats obtenus par les expériences ci-dessus mentionnées, qui devront être constatées à l'unanimité par les délégués des quatre Gouvernements, et terminées au plus tard un an après l'échange des ratifications de la présente Convention.

ARTICLE

Article IV.

Celles des Hautes Parties Contractantes qui accordent ou accorderont un drawback unique, ou une décharge de droits, établiront une corrélation exacte entre les droits d'entrée et les rendements fixés d'après l'Article précédent.

Article V.

En attendant la mise à exécution des Articles II., III., et IV., les rendements établis par l'Article I. ne seront pas obligatoires en Angleterre, à condition de maintenir la corrélation qui existe aujourd'hui entre le drawback fixé par l'Article suivant et l'échelle des droits actuels à l'importation tant sur les sucres bruts que sur les sucres raffinés.

Article VI.

Il est d'ailleurs entendu que, jusqu'à ce que les Articles II., III., et IV., soient mises à exécution, le Gouvernement de Sa Majesté Britannique diminuera le drawback actuel à l'exportation des sucres raffinés de sixpence par quintal Anglais.

Article VII.

Le rendement du sucre candi pourra être de sept pour cent inférieur à celui de sucres raffinés en pains.

Article VIII.

Les sucres raffinés en pains destinés à l'exportation devront être présentés parfaitement épurés, durs, et secs, à la vérification des employés. Après cette opération, les sucres pourront être concassés ou pilés, sous la surveillance non interrompue du service.

Article IX.

Les sucres dits "poudres blanches," rendus par un procédé quelconque égaux en qualité aux sucres mélis, recevront à l'exportation le même drawback que ces derniers sucres, à la condition, 1°, d'être assimilés, quant à la perception de l'impôt de consommation ou des droits d'entrée, aux sucres raffinés; 2°, d'être parfaitement épurés et sêchés, et conformes à l'échantillon type établi par la législation actuelle de la Grande Bretagne, lequel type deviendra obligatoire pour ceux des Pays Contractants qui voudraient user de la faculté prévue par le présent Article.

Article X.

Le drawback accordé à la sortie des sucres dits bâtards ou vergeoises, selon le type auquel ils appartiennent, ne pourra excéder les droits afférents aux sucres bruts.

Sous le régime de l'admission temporaire, les mêmes sucres ne pourront être admis en compensation à la sortie, que pour des quantités n'excédant pas celles des sucres pris en charge, et sous la condition de n'être pas inférieurs, quant à la nuance, au type N° 10.

Article XI.

Il ne sera pas accordé de drawback, de restitution de droits, ou de décharge à l'exportation pour les mélasses et les sirops.

Article XII.

Le droit à l'importation sur les sirops de raffinage épuisés, et sur les mélasses ordinaires, ne devra pas excéder le tiers du droit applicable au sucre brut des types Nos. 10 à 14. Les sucres dits "mélados" paieront les mêmes droits que les sucres bruts.

Article XIII.

Les droits à l'importation sur les sucres raffinés en pains et sur les poudres blanches assimilées aux raffinés, importés d'un des pays contractants dans l'autre, ne seront pas plus élevés que le drawback accordé à la sortie du sucre mélis.

En France, les droits à l'importation seront de quinze pour cent supérieurs au droit sur le sucre brut des Nos. 15 à 18. Ce chiffre sera réduit ou augmenté en raison inverse du rendement qui sera définitivement établi.

Le droit sur le sucre candi pourra être de sept pour cent plus élevé que le droit afférent aux autres sucres raffinés.

Les vergeoises seront assimilées aux sucres bruts.

Article XIV.

En attendant la mise à exécution des Articles II. et III., les droits sur tous les sucres raffinés pourront être de quartre pour cent supérieurs au taux déterminé par l'Article précédent.

ARTICLE XV.

Les taxes légales dans les pays où la perception ne s'effectue pas sur le poids net, seront fixées ainsi qu'il suit:—

Emballage en bois (futailles, caisses, &c.)		13 pour cent.
Canastres		8 „
Autres emballages	Doubles	4 „
	Simples	2 „

Pour les sucres de betterave et pour les sucres importés dans des emballages autres que ceux qui sont en usage pour les sucres exotiques, les droits seront perçus au net.

ARTICLE XVI.

La prise en charge dans les fabriques de sucre abonnées sera portée immédiatement à quatorze-cent soixante-quinze grammes par l'hectolitre de jus, et par degré du densimètre à la température de 15 degrés centigrades. Elle sera fixée à quinze cents grammes dès que la production annuelle en Belgique aura atteint vingt-cinq millions de kilogrammes. Le droit à percevoir dans les fabriques de sucre abonnées sera le droit auquel seront soumis les sucres exotiques des Nos. 10 à 14.

Il est d'ailleurs entendu que les sucres bruts de betterave importés d'un des pays contractants dans l'autre, seront admis à l'exportation après raffinage, à la condition, en ce qui concerne l'importation en France, qu'ils ne dépasseront pas le No. 16.

ARTICLE XVII.

La restitution ou la décharge des droits ne sera accordée aux sucres bruts indigènes au-dessous du No. 10, provenant de fabriques abonnées, que pour une quantité réduite proportionnellement aux rendements fixés par les Articles I. et III.

ARTICLE XVIII.

Les Administrations respectives des Hautes Parties Contractantes se concerteront pour déterminer, d'un commun accord, les types nécessaires à l'exécution du présent arrangement, et pour les réviser périodiquement.

ARTICLE XIX.

Les Hautes Parties Contractantes se réservent de se concerter sur les moyens d'obtenir l'adhésion des Gouvernements des autres pays aux dispositions de la présente Convention.

Dans le cas où des primes seraient accordées dans les dits pays à l'exportation des sucres raffinés, les Hautes Parties Contractantes pourront s'entendre sur les surtaxes à établir à l'importation des sucres raffinés des dites provenances.

ARTICLE XX.

L'exécution des engagements réciproques contenus dans la présente Convention est subordonnée, en tant que de besoin, à l'accomplissement des formalités et règles établies par les lois constitutionnelles de celles des Hautes Parties Contractantes qui sont tenues d'en provoquer l'application, ce qu'elles s'obligent à faire dans le plus bref délai possible.

ARTICLE XXI.

La durée de la présente Convention est fixée à dix ans.

Les Hautes Parties Contractantes se réservent, d'ailleurs, la faculté d'introduire, d'un commun accord, dans cette Convention, toutes modifications qui ne seraient pas en opposition avec son esprit ou ses principes, et dont l'utilité serait démontrée par l'expérience.

ARTICLE XXII.

La présente Convention sera ratifiée, et les ratifications en seront échangées à Paris dans le délai de huit mois, ou plus tôt si faire se peut.

En foi de quoi, les Plénipotentiaires respectifs ont signé la présente Convention, et y ont apposé le cachet de leurs armes.

Fait à Paris, le 8 Novembre 1864.

(L.S.) *W. G. Grey.*
(L.S.) *Bn. Eug. Beyens.*
(L.S.) *Drouyn de Lhuys.*
(L.S.) *Lightenvelt.*

PROTOCOLE.

Les Plénipotentiaires des Hautes Parties Contractantes déclarent qu'il est entendu que la Convention signée en date de ce jour deviendrait nulle de plein droit dans le cas où les expériences prévues par l'Article II. n'aboutiraient pas dans le délai d'un an, à dater de l'échange des ratifications.

En foi de quoi, les Plénipotentiaires respectifs ont signé le présente Protocole, et y ont apposé le cachet de leurs armes.

Fait à Paris, le 8 Novembre 1864.

(L.S.) *W. G. Grey.*
(L.S.) *Bn. Eug. Beyens.*
(L.S.) *Drouyn de Lhuys.*
(L.S.) *Lightenvelt.*

DÉCLARATION.

Les Plénipotentiaires de Sa Majesté l'Empereur des Français déclare que le Gouvernement de Sa Majesté Impériale n'entend pas user du bénéfice des dispositions transitoires de l'Article XIV. de la Convention signée à Paris, en date de ce jour, entre la Grande Bretagne, la Belgique, la France, et les Pays Bas. En conséquence les droits à l'importation en France des sucres raffinés restent tels qu'ils sont fixés par l'Article XIII. de la dite Convention.

Le Plénipotentiaire de Sa Majesté Britannique prend acte de cette Déclaration.

Paris, le 8 Novembre 1864.

(L.S.) *W. G. Grey.*
(L.S.) *Drouyn de Lhuys.*

SUGAR DRAWBACKS.

COPY of a LETTER, dated 10 November 1864, from the Under Secretary of State for Foreign Affairs to the Secretary to the Treasury, enclosing DRAFT CONVENTION, between Her Majesty, the King of the *Belgians*, the Emperor of the *French*, and the King of the *Netherlands*, regulating the DRAWBACKS on SUGAR.

(*Mr. Peel.*)

Ordered, by The House of Commons, *to be Printed*,
2 *June* 1865.

Under 1 *oz.*

FOREIGN SUGAR.

RETURN to an Order of the Honourable The House of Commons, dated 14 February 1865;—*for*,

A RETURN "of the Quantity of FOREIGN SUGAR Entered for Home Consumption during each Year, from 1844 to 1864 inclusive; distinguishing Refined from Unrefined; and also the several Places from whence such Sugar was Imported (in continuation of Parliamentary Paper, No. 232, of Session 1864)."

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed*,
28 *April* 1865.

AN ACCOUNT of the Quantity of FOREIGN SUGAR Entered for Home Consumption during each Year, from 1844

	Foreign Sugar retained for Home Consumption in the United Kingdom.								
	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
Unrefined Sugar Imported from—	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
Foreign West India Islands; viz.—									
Cuba	28	21	154,742	349,693	496,351	192,676	372,615	617,879	369,274
Porto Rico	22	8	81,219	119,648	125,222	129,796	198,250	183,350	68,272
St. Croix	–	–	185	58,779	51,476	47,901	10,398	11,681	7,704
Dutch Guiana	–	–	–	–	–	120	2,165	–	3
United States of America	1	15	20	167	665	2,810	1,150	92	205
Central America	–	–	–	–	–	–	–	–	–
New Granada	12	452	1,316	765	1,388	98	60	122	–
Venezuela			3,829	1,929	1,350	5,382	2,169	1,506	33
Brazil	21	5	109,373	202,069	351,833	93,395	170,029	300,785	62,990
Bourbon	–	–	–	–	–	–	–	–	–
Siam	–	–	–	8,724	4,803	14	9	–	–
Java	–	15,313	73,956	113,909	53,609	10,869	51,009	17,449	11,028
Philippine Islands	3	59,013	76,305	63,187	99,933	1,323	64,518	87,782	28,687
China	–	2,158	37,513	41,836	24,318	1,089	2,600	107	2,888
Hanseatic Towns	–	–	–	1	1	4	2,177	218	106
Holland	–	–	4,106	–	1,448	22	7,405	27,549	28,737
Belgium	–	–	566	752	133	2	–	–	–
Channel Islands	–	–	77	–	–	3,536	9,540	90,040	77,386
France	–	–	–	118	–	–	3,869	22,584	17,806
Portugal	–	–	–	–	–	1	1	15	–
Italy—Austrian Territories	–	–	–	–	–	3	–	422	42
British North American Colonies	1	5	5,121	1,354	4,061	4,067	1,281	5,640	376
Other Parts (except the British Possessions specified below)	4	4	38	1,528	321	143	3,135	1,301	38
	92	76,994	548,366	964,459	1,216,912	493,251	902,380	1,368,522	675,575
British West Indies, British Guiana, and Mauritius	4	1	2,893	2,741	1,594	1,219	2,096	10,317	5,587
British Possessions in the East Indies	2	312	51,480	6,819	2,458	2,008	3,919	201	1,364
Aggregate of Unrefined Sugar Retained for Home Consumption	98	77,307	602,739	974,019	1,220,964	496,478	908,395	1,379,040	682,526
Refined Sugar and Sugar Candy Imported from—									
Foreign West India Islands; viz.—									
Cuba	–	–	13,583	16,073	934	22	70	100	32
St. Croix	–	–	–	147	3	70	–	4	—
Brazil	–	–	2	199	12	18	6	3	11
Hanseatic Towns	–	–	10	331	476	233	579	461	1,119
Holland	2	12	7	16	23,377	12,958	92,798	233,016	214,258
Belgium	–	9	–	10	420	1,864	7,133	59,590	50,372
Channel Islands	–	–	–	–	–	65	136	1,096	778
France	–	–	–	–	3	8	245	7,561	2,218
Other Parts (exclusive of the British Possessions specified below)	3	6	7	15	25	30	310	301	125
	5	27	13,609	16,791	25,250	15,268	101,277	302,132	268,913
British West Indies, British Guiana, and Mauritius	–	–	–	–	1	1	1	1	13
British Possessions in the East Indies	1	–	1	4	15	8	11	22	14
Aggregate of Refined Sugar and Sugar Candy Retained for Home Consumption	6	27	13,610	16,795	25,266	15,277	101,289	302,155	268,940

to 1864, distinguishing Refined from Unrefined, and also the several Places from whence such Sugar was Imported.

\- - - - Foreign Sugar retained for Home Consumption in the United Kingdom.

1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
807,493	1,340,820	862,931	498,773	930,192	1,267,285	1,626,082	1,259,324	1,742,650	1,933,889	1,939,885	2,251,919
112,668	303,429	255,741	173,727	138,341	359,239	179,080	259,296	374,142	458,808	425,230	260,488
1,653	26,893	1,610	5,368	1,877	25,417	131	- -	2,906	1,679	—	—
11,412	28,403	35,440	38,577	35,865	51,100	63,287	52,057	91,136	83,336	86,376	29,210
4,693	61,606	24,673	18,962	144,204	131,023	28,419	15,889	176,121	51,380	1,808	135,032
- -	- -	- -	- -	81	4,420	9,272	15,953	7,956	12,845	27,476	33,838
27	- -	1	- -	2	- -	2	4	53	4	179	3,852
18	101	2	81	25	- -	- -	2	—	—	—	—
437,858	404,415	561,512	406,964	729,355	658,247	932,073	608,021	590,055	1,098,888	1,090,039	1,143,454
- -	- -	1,355	- -	- -	- -	- -	3,099	7,221	—	—	—
3	- -	- -	- -	11,925	8,939	30,511	46,427	26,411	15,001	10,459	—
18,794	110,068	78,504	10,127	23,813	27,552	100,661	128,212	80,121	73,816	3,726	19,996
80,001	129,975	376,864	187,281	392,760	149,140	300,048	426,871	306,828	285,985	326,136	503,623
4,348	759	5	3,148	30,848	39,512	10,596	15,300	8,175	14,394	2,254	671
1	351	1,318	1,121	6,595	2,057	2,996	1,339	212	12,214	516	27,092
1,110	2	7,685	39,726	12,888	460	374	93,921	41,158	54,497	20,340	14,487
44	- -	10,396	221	1,192	8,948	21,195	14,502	- -	64,767	83,514	54,936
29,034	17,712	213	447	31	- -	2	70	- -	50	—	457
4,312	4,680	92,839	204,534	142,388	354,848	202,808	530,002	80,615	292,344	228,595	161,243
737	- -	3,587	21,617	2,928	5,362	1,259	- -	5	3,265	7,377	21,874
- -	2	5,536	- -	1	- -	- -	1,172	—	—	—	—
7,722	3,808	—	—	—	—	—	—	—	—	—	—
311	1,256	1,222	8,076	10,861	23,578	4,066	24,487	12,242	1,684	20,201	13,146
1,522,239	2,434,280	2,321,434	1,618,750	2,616,172	3,117,127	3,512,862	3,495,948	3,548,007	4,458,846	4,274,111	4,675,318
9,341	4,976	—	—	—	—	—	—	—	—	—	—
398	35	—	—	—	—	—	—	—	—	—	—
1,531,978	2,439,291	2,321,434	1,618,750	2,616,172	3,117,127	3,512,862	3,495,948	3,548,007	4,458,846	4,274,111	4,675,318
86	5,973	1,614	58	33	1,151	304	269	189	79	104	9,147
—	—	—	—	—	—	—	—	—	—	—	—
3	15	10	30	30	17	13	24	9	7	9	7
287	887	24	96	37	436	139	83	78	133	4	390
142,739	189,388	162,628	127,103	152,826	86,173	120,833	121,324	147,036	144,714	93,339	508,073
60,280	86,857	106,087	87,089	135,445	122,671	85,556	92,348	83,356	57,586	46,680	40,995
75	475	123	49	- -	189	- -	1	13	1	2	3
273	9,892	7,360	41,980	9,109	44,654	34,697	50,215	12,007	64,345	108,648	232,591
47	159	51	196	71	623	56	245	81	52	218	3,214
203,790	293,646	277,897	256,601	297,551	255,914	241,598	264,509	242,769	266,917	249,004	794,420
4	3	—	—	—	—	—	—	—	—	—	—
20	25	—	—	—	—	—	—	—	—	—	—
203,814	293,674	277,897	256,601	297,551	255,914	241,598	264,509	242,769	266,917	249,004	794,420

AN ACCOUNT of the Quantity of Foreign Sugar Entered for Home Consumption during

	Foreign Sugar retained for Home Consumption in the United Kingdom.								
	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
Foreign Sugar of all Sorts collectively, Imported from—									
Foreign West India Islands; viz.:—	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
Cuba	28	21	168,325	365,766	497,285	192,698	372,685	617,979	369,306
Porto Rico	22	8	81,219	119,648	125,222	129,796	198,250	183,350	68,272
St. Croix	–	–	185	58,926	51,479	47,971	10,398	11,685	7,704
Dutch Guiana	–	–	–	–	–	120	2,165	–	3
United States of America	1	15	20	167	665	2,810	1,150	92	205
Central America	–	–	–	–	–	–	–	–	–
New Granada	12	452	1,316	765	1,388	98	60	122	–
Venezuela			3,829	1,929	1,350	5,382	2,169	1,506	33
Brazil	21	5	109,375	202,268	351,845	93,413	170,035	300,788	63,001
Bourbon	–	–	–	–	–	–	–	–	–
Siam	–	–	–	8,724	4,803	14	9	–	–
Java	–	15,313	73,956	113,909	53,609	10,869	51,009	17,449	11,028
Philippine Islands	3	59,013	76,305	63,187	99,933	1,323	64,518	87,782	28,687
China	–	2,158	37,513	41,836	24,318	1,089	2,600	107	2,888
Hanseatic Towns	–	–	10	332	477	237	2,756	679	1,225
Holland	2	12	4,113	16	24,825	12,980	100,203	260,565	242,995
Belgium	–	9	566	762	553	1,866	7,133	59,590	50,372
Channel Islands	–	–	77	–	–	3,601	9,676	91,136	78,164
France	–	–	–	118	3	8	4,114	30,145	20,024
Portugal	–	–	–	–	–	1	1	15	–
Italy—Austrian Territories	–	–	–	–	–	3	–	422	42
British North American Colonies	1	5	5,121	1,354	4,061	4,067	1,281	5,640	376
Other Parts (except the British Possessions specified below)	7	10	45	1,543	346	173	3,445	1,602	163
	97	77,021	561,975	981,250	1,242,162	508,519	1,003,657	1,670,654	944,488
British West Indies, British Guiana, and Mauritius	4	1	2,893	2,741	1,595	1,220	2,097	10,318	5,600
British Possessions in the East Indies	3	312	51,481	6,823	2,473	2,016	3,930	223	1,378
Aggregate of Sugar of all Sorts Retained for Home Consumption	104	77,334	616,349	990,814	1,246,230	511,755	1,009,684	1,681,195	951,466

* Since the equalization of the Duties on 5th July 1854, the origin of Sugar imported into the United Kingdom, Such quantities of Foreign Sugar therefore as, subsequently to the date above mentioned, may have been imported Consumption.

Office of the Inspector-General of Imports and Exports,
Custom House, London, 25 April 1865.

each Year, from 1844 to 1864, distinguishing Refined from Unrefined, &c.—*continued.*

\- - - - Foreign Sugar retained for Home Consumption in the United Kingdom.

1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
807,579	1,346,793	864,545	498,831	930,225	1,268,436	1,626,386	1,259,593	1,742,839	1,933,968	1,939,989	2,261,066
112,668	303,429	255,741	173,727	138,341	359,239	179,080	259,296	374,142	458,808	425,230	260,488
1,653	26,893	1,610	5,368	1,877	25,417	131	- -	2,906	1,679	—	—
11,412	28,403	35,440	38,577	35,865	51,100	63,287	52,057	91,136	83,336	86,376	29,210
4,693	61,606	24,673	18,962	144,204	131,023	28,419	15,889	176,121	51,380	1,808	135,032
- -	- -	- -	- -	81	4,420	9,272	15,953	7,956	12,845	27,476	33,838
27	- -	1	- -	2	- -	2	4	53	4	179	3,852
18	101	2	81	25	- -	- -	2	—	—	—	—
437,861	404,430	561,522	406,994	729,385	658,264	932,086	608,045	590,064	1,098,895	1,090,048	1,143,461
- -	- -	1,355	- -	- -	- -	- -	3,099	7,221	—	—	—
3	- -	- -	- -	11,925	8,939	30,511	46,427	26,411	15,001	10,459	—
18,794	110,068	78,504	10,127	23,813	27,552	100,661	128,212	80,121	73,816	3,726	19,996
80,001	129,975	376,864	187,281	392,760	149,140	300,048	426,871	306,828	285,985	326,136	503,623
4,348	759	5	3,148	30,848	39,512	10,596	15,300	8,175	14,394	2,254	671
288	1,238	1,342	1,217	6,632	2,493	3,135	1,422	290	12,347	520	27,482
143,849	189,390	170,318	166,829	165,714	86,633	121,207	215,245	188,194	199,211	113,679	522,560
60,324	86,857	116,483	87,310	136,637	131,619	106,751	106,850	83,356	122,353	130,194	95,931
29,109	18,187	336	496	31	189	2	71	13	51	2	460
4,585	14,572	100,199	246,514	151,497	399,502	237,505	580,217	92,622	356,689	337,243	393,834
737	- -	3,587	21,617	2,928	5,362	1,259	- -	5	3,265	7,377	21,874
- -	2	5,536	- -	1	- -	- -	1,172	—	—	—	—
7,722	*3,808	—	—	—	—	—	—	—	—	—	—
358	1,415	1,273	8,272	10,932	24,201	4,122	24,732	12,323	1,736	20,419	16,360
1,726,029	2,727,926	2,599,331	1,875,351	2,913,723	3,373,041	3,754,460	3,760,457	3,790,776	4,725,763	4,523,115	5,469,738
9,345	*4,979	—	—	—	—	—	—	—	—	—	—
418	*60	—	—	—	—	—	—	—	—	—	—
1,735,792	2,732,965	2,599,331	1,875,351	2,913,723	3,373,041	3,754,460	3,760,457	3,790,776	4,725,763	4,523,115	5,469,738

being no longer directly authenticated by the entry at the Custom House, can only be inferred from the place of shipment. from the British Possessions Abroad, have not been identified as Foreign, and are not included in the foregoing Return of

John A. Messenger.

FOREIGN SUGAR.

AN ACCOUNT of the Quantity of FOREIGN SUGAR Entered for Home Consumption during each Year, from 1844 to 1864 inclusive; distinguishing Refined from Unrefined; and also the several Places from whence such Sugar was Imported.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
28 *April* 1865.

SYRUP, &c. (BREWERIES).

RETURN to an Order of The Honourable the House of Commons, dated 14 March 1865;—*for*,

COPY "of the CORRESPONDENCE which has taken place on the subject of allowing SYRUP, TREACLE, and other refuse LIQUID or SEMI-LIQUID produced in refining SUGAR to be used in BREWERIES."

Treasury Chambers,
16 March 1865.

F. PEEL.

— No. 1. —

Mr. *Richardson* to the Right Hon. *W. E. Gladstone*, M. P.

Sir, Glasgow, 16 May 1864.

THE memorial accompanying this was agreed to at a meeting of the sugar refiners held at Greenock last week, and I have been instructed to forward the document to you.

I have, &c.
(signed) *Thos. Richardson.*

To the Right Hon. W. E. Gladstone,
Chancellor of the Exchequer, London,

Enclosure in No. 1.

To the Right Honourable *William Ewart Gladstone*, Chancellor of the Exchequer, &c. &c.

The MEMORIAL of the Refiners of Sugar and Molasses in the Ports of the Clyde.

Humbly showeth—

That in the process of refining sugar and molasses, there is necessarily produced a large residue of syrup, treacle, and other refuse, liquid or semi-liquid.

That this liquid could be advantageously used in breweries.

Your memorialists are aware that, for the protection of the revenue, certain duties would have to be levied on these articles on their admission into breweries; but your memorialists believe that even at such rates of duty as would be necessary for that purpose, the legalising such admission would be a boon to trade.

May it therefore please you to grant permission for the use in breweries of sugar and molasses, and other uncrystallisable products of refineries, and to fix such rates of duty on their being so used as to you may seem equitable.

And your memorialists will ever pray.

Thomas Richardson, Chairman.

Robert Blair, Secretary.

Greenock, 13 May 1864.

— No. 2. —

The Commissioners of Inland Revenue to the Lords Commissioners of the Treasury.

Inland Revenue,

May it please your Lordships, 7 June 1864.

We have the honour to submit the following report on the annexed memorial, from the refiners of sugar and molasses in the ports of the Clyde, praying that the syrup, treacle, and other refuse, liquid or semi-liquid, produced in the process of refining, may be used in breweries, subject to the payment of equitable rates of duty thereon.

The use of sugar in breweries was legalised in 1847, by the 10 and 11 Vict. c. 5, in which it is expressly provided that no brewer shall use any molasses or any sugar other than that on which the full duties of Customs have been paid, and in the same state in which it was imported, except refined sugar, or sugar candy, or bastard sugar duty-paid, or which have been manufactured from materials on which the duties have been paid.

The regulations in the Act of 1847, for the security of the revenue, scarcely afford any check upon the brewer, it being, in fact, at that time a matter of indifference, in consequence of the high Customs duty on sugar, to ascertain the precise quantity used in brewing, no excise duty being chargeable.

On the reduction of the Customs duty on sugar, it became necessary, of course, to impose a duty on sugar used in brewing, in order to make it equivalent to the duty on the malt, for which it is a substitute. This duty is now 3 *s.* 4 *d.* per cwt., an amount which is still so inconsiderable that it is not worth while to incur the cost and trouble of establishing a strict survey on the operations of the brewer.

There were two principal reasons for prohibiting the use of molasses and other similar saccharine products. First, the difficulty both of assessing and of collecting a rate of duty which would be a fair equivalent to the malt duty. Secondly, the risk of affording an opening for the introduction of substitutes for hops, concealed in the various forms of syrup which would be admitted. This latter objection has been disposed of by the repeal of the hop duty.

The difficulty of assessing a proper rate of duty arises from the variable quantity of saccharine matter which the syrups in question contain; and we are unable to suggest any other mode of dealing with the subject than the rough expedient of charging all such syrups with a duty calculated on the highest amount of saccharine which those subject to the lowest rate of Customs duty are estimated to contain.

From the experiments which have been made in this department, we feel justified in concluding that about 245 lbs. of the best refiner's treacle, or "golden syrup," may be taken as the equivalent for a quarter of malt in brewing beer, and on that assumption the excise duty which should be imposed on such materials would be about 6 *s.* 6 *d.* per cwt. If that rate of duty could be collected on uncrystallisable products of refineries upon their admission to breweries we believe that the revenue would sustain no loss.

But, as we before observed, there is some difficulty in the due collection of the duty, with the present inexpensive and perfunctory survey of breweries, even at the existing low and uniform rate of 3 *s.* 4 *d.* per cwt., and we should feel very little confidence that the revenue and the makers of malt could be adequately protected if that duty were doubled, unless more stringent regulations were adopted. Still less should we be able to dispense with further securities against fraud, if there were two distinct rates of duty of 3 *s.* 4 *d.* and 6 *s.* 6 *d.* leviable upon the different qualities of saccharine substances.

The following restrictions appear to us to be the very least which it would be necessary to impose upon brewers using sugar, in the event of a compliance with the prayer of the memorial:—

1. A brewer should be required to receive saccharine substances from a Customs warehouse, or a refinery, and in casks of some considerable size, accompanied by a certificate specifying the quantity, and quality, and marks on the package; and any found not agreeing therewith should be forfeited.

2. Saccharine substances should be stored for a given period, say 48 hours, in

in a store at the brewery, to give the officer an opportunity of examining the quality.

3. A brewer in entering a notice to brew should specify the quality of the saccharine; and a penalty should be imposed for a false entry.

4. A debit and credit account should be kept by a brewer in a book open to the inspection of the officer, and a penalty imposed for any increase or decrease unaccounted for.

With some such regulations as these, we should be prepared to undertake the responsibility of collecting the duty, though not without some apprehension of danger to the revenue, especially in the event of a further reduction of the Customs' duties on sugar, and the consequent increase of those which we should have to levy as an equivalent for the malt duty.

Should your Lordships think fit to accede to the prayer of the memorial, it will be necessary that we should be instructed to prepare a Bill on the subject.

We are, &c.
(signed) *W. H. Stephenson.*
C. J. Herries.
Henry Roberts.

To the Right Honourable the Lords
Commissioners of Her Majesty's Treasury.

— No. 3. —

The Secretary of the Treasury, to the Commissioners of Inland Revenue.

Gentlemen, Treasury Chambers, 20 June 1864.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords have had before them your report of the 7th instant, upon a memorial from the refiners of sugar and molasses in the ports of the Clyde, praying that the syrup, treacle, and other refuse liquid or semi-liquid produced in the process of refining, may be used in breweries, subject to the payment of equitable rates of duty thereon. I am to state that as, on the one hand, the object is desirable to attain, and, on the other, the safety of the Revenue is a consideration absolutely imperative, my Lords could not be responsible for submitting to Parliament a Bill which your Board report you could only undertake to work with some apprehension of danger; but, on the other hand their Lordships are unwilling to drop the question, unless it should be impracticable to frame satisfactory and sufficient regulations. My Lords would therefore desire to be informed, whether you can frame any other regulations of such a character that your Department might, with the usual confidence, undertake the execution of the Law.

If this cannot be done, my Lords will so acquaint the parties; if it can, inquiry should then be made of them in order to learn whether the conditions attached to the change were or were not such as to render it unacceptable.

I am, &c.
(signed) *F. Peel.*

The Commissioners of Inland Revenue.

— No. 4. —

The Secretary, Board of Trade, to the Secretary of the Treasury.

Office of Committee of Privy Council for Trade,
Sir, Whitehall, 20 June 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to refer to you, for the consideration of the Lords Commissioners of the Treasury, the enclosed copy of a memorial, from certain sugar refiners of Liverpool, praying for the admission of treacle into breweries, and I am to request that my Lords may be favoured with the views of the Lords Commissioners on this question.

I have, &c.
(signed) *J. Emerson Tennent.*

The Secretary to the Treasury.

Enclosure in No. 4.

To the Right Honourable *Thomas Milner Gibson*, President of the Board of Trade, &c.

The MEMORIAL of the undersigned Sugar Refiners at the Port of Liverpool.

Humbly Showeth,

THAT in the recent arrangement for placing the sugar duties on a permanent basis, no provision has been made for extending to treacle the privilege of use by brewers, which is now enjoyed by sugar.

That liberty to brew from treacle would not only be advantageous to the brewers, sugar-planters, and the public, but refiners of sugar, and boilers of molasses, would greatly benefit by the outlet there would thus be found for their lowest product, the regular home consumption of which is inadequate, and from accumulations of which there is almost no relief by export demand.

That to bring brewers into competition with refiners for raw sugar, while the latter are deprived of the advantage of selling to the brewers the same raw material in its liquid state, is a hardship and grievance demanding a remedy.

That the sugar refiners are exposed to formidable competition from abroad, and free trade requires that every possible facility be granted them in conducting their business.

That by the payment of an excise duty, in addition to the customs duty, as in the case of sugar, treacle might be made available for brewing, justly towards all interests, and safely for the revenue.

Your memorialists therefore pray that provision be made for admission of treacle into breweries, under such regulations as on inquiry shall appear right.

(signed) *Macfie & Sons.*
J. T. & A. Hewson.
Edward Crosfield & Co.
Joseph Heap & Sons.
Thomas Lightfoot & Sons.
James Leitch & Co.
John Wright & Co.

Liverpool, 16 May 1864.

— No. 5. —

The Commissioners of Inland Revenue, to the Lords Commissioners of the Treasury.

(No. 216.)

Inland Revenue,
1 August 1864.

May it please your Lordships,

IN reply to Mr. Peel's letter of the 20th June 1864, referring to our report of the 7th of that month, on the subject of allowing syrup, treacle, and other refuse liquid, or semi-liquid produced in refining sugar, to be used in breweries, we beg leave to report further that the risk of allowing the use of syrups in brewing, adverted to in our former report, might be materially lessened if, in addition to the regulations already suggested, such substances, on being received at the brewery, were stored in rooms under the lock of our officers, and were delivered out by them as required for use, and dissolved in their presence.

This regulation would, however, not only impose serious inconvenience on the brewers, who might desire to avail themselves of the use of syrups, but would, in the event of that article coming into general use at breweries, involve an expenditure of not less than 12,000 *l.* a year for the additional officers necessary for enforcing its observance.

On consulting the principal brewers as to their views upon the subject under consideration, we find that Messrs. Combe, Delafield and Co. are opposed to the use of any substitute for malt except crystallized sugar, and more particularly of molasses, on account of its tendency to lower the standard quality of beer, a result which, in their opinion, would affect the revenue unfavourably.

Messrs. Barclay & Co., Messrs. Hanbury & Co., and Messrs. Whitbread & Co. state that they should not avail themselves of the law if it permitted the use of molasses, as they find that the quality of beer is never so good as when malt only is used.

Messrs. Meux & Co. state that the quantity of sugar which, under the present law, is considered as equal to a quarter of malt, and is charged with duty accordingly, is less than it ought to be, and that if the same rate of duty be charged

charged on molasses according to its relative saccharine value, that duty would be too high to admit of the substances in question being economically used in brewing except in bad malting seasons. At the same time they think that it would be an advantage to a brewer to be allowed to use any description of saccharine, as he would thus have a greater choice of materials to work from; and that the law should not restrict him as to the materials he might use, provided the revenue could be secured.

Taking these firms as the exponents of the views entertained by the more important portion of the trade in general, it is not probable that syrups will be very extensively used by brewers at present; and if, therefore, your Lordships think it desirable to authorise the use of the substances in question, as an experiment in the first instances, we shall be able to protect the revenue from fraud with very little additional expense, so long as the use of such substances continues limited, under the regulations proposed.

We submit, however, that this privilege should only be granted on a distinct understanding that if, from any failure in the barley harvest, or from any other cause, saccharine substances should be generally used as a substitute for malt in breweries, such further restrictions will be imposed for the security of the revenue as may be found necessary.

We are, &c.
(signed) *W. H. Stephenson,*
Henry Roberts.
Alex. Duff Gordon.

To the Right Hon. the
Lords Commissioners of Her Majesty's Treasury.

— No. 6. —

The Secretary of the Treasury to the Commissioners of Inland Revenue.

Gentlemen, Treasury Chambers, 18 August 1864.

I am directed by the Lords Commissioners of Her Majesty's Treasury to request that you will put in shape the plan submitted in your further report of the 1st instant, relative to allowing syrup, treacle, and other refuse liquid or semi-liquid produced in refining sugar to be used in breweries, with all such conditions as you would think necessary in the event of its going into the fullest operation therein anticipated; but specifying also which parts of it might be held in abeyance "*durante bene placito*," or until need arose for acting otherwise.

My Lords are apprehensive lest a merely general reservation should be found too weak when the time of need came.

When the plan submitted in your report is in shape, my Lords consider that it would be advisable that the opinion of the traders should be taken on it.

I am, &c.
(signed) *F. Peel.*

The Commissioners of Inland Revenue.

— No. 7. —

(No. 318.)

The Commissioners of Inland Revenue to the Lords Commissioners of the Treasury.

Inland Revenue,
31 December 1864.

May it please your Lordships,

In accordance with your Lordships' instructions, communicated to us in Mr. Peel's letter of the 18th August 1864, relative to the plan submitted in our report of the 1st of that month for allowing syrup, treacle, and other refuse liquid or semi-liquid produce to be used in breweries, we have, after full consideration of the risk to which under any circumstances the revenue must be more or less exposed by the proposed concession, prepared, and have now to submit to your Lordships such specific regulations for the purpose in question as in our opinion will reduce that risk to the utmost extent practicable.

These regulations are adapted, as required by your Lordships, for "the fullest operation of the plan, as anticipated in our above-mentioned report, and we have

distinguished with asterisks those regulations which might be held in abeyance *durante bene placito*, or until need arose for acting otherwise."

In further compliance with your Lordships' wishes, we have ascertained as far as possible the opinion of the traders concerned, by communicating with a considerable number of the London brewers, and we find that they take very little interest in the subject under consideration, and express no desire for legislation in favour of the proposal.

Some of those brewers who do not avail themselves of the law as it now stands, allowing the use of sugar, state that they would not use the material in question if the law authorised them to do so. Others declined any discussion upon the subject, as a matter not affecting them.

One or two firms expressed themselves as opposed to the measure, on the ground that it would not only tend to lower the quality, and, ultimately, the market character of British beer both at home and abroad, but would also increase an evil which they have already to contend with, viz., the practice resorted to by unscrupulous dealers, retailers, and exporters, of mixing beer of inferior quality with that made by brewers of established reputation, and selling the mixture as the produce of the best breweries.

Objection was taken by the trade generally to the regulations numbered 4, 5, 6, and 8, on the ground that if syrup, &c. were allowed to be used at all, the concession should not be trammelled with such stringent restrictions.

The regulations objected to are, as your Lordships will perceive, those which it is intended to keep in abeyance; but although we should hesitate to enforce them unless a positive necessity arose for doing so, in the interests of the Revenue, we cannot recommend that they should be expunged from any system of check which your Lordships may think fit to authorise, in respect of the use in breweries of "syrup, treacle, and other refuse liquid and semi-liquid produced in refining sugar."

We are, &c.
(signed) *W. H. Stephenson.*
C. J. Herries,
Henry Roberts.

To the Right Honourable
the Lords Commissioners of Her Majesty's Treasury.

REGULATIONS.

IN the event of brewers being allowed to use molasses, treacle, syrup, and other refuse liquid or semi-liquid produced in refining sugar, and of such materials being extensively used, it will be desirable that the power of enforcing the following regulations as to the receipt, storage, and proper use of the materials should be taken:—

1st. Secure rooms to be provided by brewers, on their brewing premises, for storing molasses, &c. separately from sugar, such rooms to be duly entered, marked, &c.

2d. The goods to be received by the brewer direct from a Customs warehouse or a sugar refiner, and to be accompanied by a certificate, bill of parcels, or delivery note, specifying the description or quality of the goods, the marks, numbers, and weight of each cask or package. Any cask or package found on the premises not agreeing therewith to be forfeited.

3d. Each cask or package to contain at least one cwt. (unless received into stock in the casks or packages as imported), and not less than five cwt. to be brought in by one certificate, bill of parcels, or delivery note.

*4th. Brewers to give a written notice to the officer of the arrival of the goods.

*5th. Officer to attend agreeably to notice, take an account of and see the goods deposited in the store room.

*6th. The store room to be secured with a Revenue lock, and no goods to be received into or delivered therefrom, except in the presence of an officer.

7th. All

7th. All such goods to be kept in store for a period of 48 hours at least before used.

*8th. Twenty-four hours' notice to be given in writing to the officer before removing any molasses, &c. from the store. The officer to attend agreeably to notice, take an account of and deliver the goods from store, and see them dissolved in mash tun or other vessel entered for the purpose.

9th. Brewer to specify on his entry paper (in his notice to brew) the quantity and quality of the saccharine substance he intends to use, distinguishing molasses, &c., from sugar.

10th. A penalty of 200 *l.* to be imposed for false entry, and for the use of other materials than those mentioned in the notice to brew.

11th. A debit and credit account of such materials to be kept by brewers in a book provided by the revenue for that purpose, such book to be open to the inspection of the officers.

12th. Brewer to declare annually to the truth of the account.

*13th. The officer to keep an account of all goods received into and delivered from store, and the stock to be balanced once a year, when, should there be any increase exceeding one-half per cent., or any decrease exceeding two per cent., the trader to incur a penalty of 200 *l.* with forfeiture of such increase.

14th. Penalty and forfeiture, if molasses, &c., be found on the premises, in any other place than the entered stores, except in the course of removal, or in the mash tun.

So long as the quantity used is limited, and confined to a small number of brewers, or unless occasion may arise from the discovery of systematic fraud, the regulations marked thus * may be held in abeyance.

— No. 8. —

The Secretary of the Treasury to Messrs. *Macfie & Sons.*

Gentlemen, Treasury Chambers, 9 January 1865.

With further reference to a memorial, dated 16th May last, signed by you and other sugar refiners at the port of Liverpool, I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith copy of a Report from the Commissioners of Inland Revenue, dated the 31st ultimo, together with copy of the regulations proposed by the Commissioners to be imposed on brewers who may be allowed to use molasses, treacle, syrup, and other refuse liquid or semi-liquid produced in refining sugar; and I am to observe, that there appears to be some difficulty inherent in the subject, and some doubt how far the permission, if granted, would be brought into legitimate use.

My Lords are desirous that there shall be further opportunity given for the expression of opinion upon it, by persons interested, and others competent to form a judgment; and with this view they propose, as the next step, to lay before Parliament the correspondence which has taken place, in order that it may be printed.

In the meantime they will be happy to receive any further statement you may desire to supply.

I am, &c.
(signed) *F. Peel.*

Messrs. Macfie & Sons,
Liverpool.

— No. 9. —

Messrs. *Macfie & Sons* to the Secretary of the Treasury.

Sir, Liverpool, 3 February 1865.

We had the honour to receive your letter dated 9th January, obligingly enclosing the Inland Revenue Report on the use of molasses, &c., in breweries, all which have been submitted to parties concerned in sugar refining. We now beg leave to submit a very few remarks, by which the Lords Commissioners of Her Majesty's Treasury will observe our trade acquiesces in the regulations proposed, and reiterates its conviction of the value of the hopeful boon.

We have, &c.

Secretary to the Treasury, &c. &c. &c. (signed) *Macfie & Sons.*

Enclosure in No. 9.

REMARKS on the Inland Revenue Report on the use of Treacle in Breweries.

The want of visible interest on the part of the London brewers is not reckoned any proof that they do not desire the permission, and would not avail themselves of it extensively. At any rate the concession might, however little adopted by the great firms, be at first quietly tried, and then eventually bring a valuable class of raw materials into extensive use in country breweries. The objection stated as to deterioration of quality, is met to some extent by the fact that already low sugars are freely used, and at the worst the beer would be wholesome, perhaps also cheap.

There is no reason why indifference on the part of the brewers should deprive sugar refiners of an outlet which they desire, to enable them to compete with refiners of other countries.

Regulation No. 1.—We see no need for treacle being excluded from the sugar room.

Regulation No. 2.—It would be much more convenient if grocers throughout the country were allowed to supply treacle, for, whereas there are refineries in but few towns, there are grocery stores everywhere.

Regulation No. 7.—The keeping in store for 48 hours cannot be objected to, although it does not seem necessary.

— No. 10. —

(No. 55.)

The Commissioners of Inland Revenue to the Lords Commissioners of the Treasury.

Inland Revenue,
Somerset House, London, W.C.,
20 February 1865.

May it please your Lordships,

In returning the annexed communication addressed to Mr. Peel by Messrs. Macfie & Co., of Liverpool, with the accompanying "Remarks on the Inland Revenue Report on the use of Treacle in Breweries," we beg leave to state with reference to the remark on "Regulation, No. 1," that the reason for excluding treacle from the sugar store is that a higher countervailing duty will be payable on treacle, molasses, &c., used in brewing beer, than on sugar so used; and that it is therefore necessary to adopt means for preventing the substitution of the former for the latter. A difficulty also would arise in keeping distinct accounts of the stock, if both descriptions of goods were stored together.

We cannot, therefore, dispense with that regulation at present, though we shall be prepared to reconsider it, after the proposed measure allowing the use of molasses, &c. has had a sufficient trial to enable us to determine from experience the necessity or otherwise for this and the other restrictions which are deemed requisite in the first instance.

As

As respects "Regulation, No. 2," we may remark that if brewers were allowed to procure treacle, &c. in small quantities from grocers, it would not be practicable to prevent the article so obtained being used in brewing without any account being taken of it by our officers. We do not think that there can be any serious objection to the practical working of the regulation, inasmuch as with the present facilities for conveyance, there will be little or no difficulty on the part of the brewer in procuring a supply from a Customs' warehouse, or a refinery.

The object of "Regulation, No. 7" in requiring treacle to be kept in stock for 48 hours before it is used is to afford our officers the opportunity of examining it, and preventing it from being used under the disguise of sugar; this is a sufficient reason, in our opinion, for imposing the regulation.

We are, &c.

(signed) *W. H. Stephenson.*
Henry Roberts.
Alex. Duff Gordon.

To the Lords Commissioners of
Her Majesty's Treasury.

SYRUP, &c. (BREWERIES).

COPY of the CORRESPONDENCE which has taken place on the subject of allowing SYRUP, TREACLE, and other refuse LIQUID or SEMI-LIQUID produced in refining SUGAR to be used in BREWERIES.

(*Mr. Peel.*)

Ordered, by The House of Commons, *to be Printed,*
17 *March* 1865.

Under 1 *oz.*

TEA, COFFEE, &c.

RETURN to an Order of the Honourable The House of Commons, dated 13 June 1864;—*for*,

A RETURN "showing the Quantity of the following Articles: viz., TEA, COFFEE, SUGAR, WINE, FOREIGN SPIRITS, HOME-MADE SPIRITS, TOBACCO, MALT, and BEER entered for Home Consumption, or Consumed in *Great Britain*, in each of the Years 1798, 1799, 1800, 1818, 1819, 1820, 1838, 1839, 1840, 1858, 1859, 1860, and the REVENUE received for same in each Year; the Average for the Three Years ending in 1800, 1820, 1840, 1860, and the Average DUTIES paid; the Average Quantity consumed, per Head of the Population, of Tea, Coffee, Sugar, and Tobacco in Pounds, and of Wine, Spirits, and Beer in Gallons, and of Malt in Bushels, on the Average, in each of the Three Years ending 1800, 1820, 1840, and 1860, and the Average Revenue paid on each per Head of the Population:"

"And, Similar RETURN for *Ireland*."

(*Sir Edward Grogan.*)

Ordered, by The House of Commons, *to be Printed*,
13 *February* 1865.

CUSTOMS.

RETURN showing the QUANTITIES of the following ARTICLES, viz., TEA, COFFEE, SUGAR, WINE, FOREIGN SPIRITS, HOME-MADE SPIRITS, TOBACCO, MALT, and BEER, entered for Home Consumption, or Consumed in *Great Britain*, in each of the Years 1798, 1799, 1800, 1818, 1819, 1820, 1838, 1839, 1840, 1858, 1859, 1860, and the Revenue received from the same in each Year; the Average for the Three Years ending in 1800, 1820, 1840, 1860; and the Average Duties paid; the Average Quantity Consumed per Head of the Population, of Tea, Coffee, Sugar, and Tobacco in Pounds, and of Wine, Spirits, and Beer in Gallons; and of Malt in Bushels; on the Average in each of the Three Years ending 1800, 1820, 1840, and 1860, and the Average Revenue paid on each per Head of the Population:—And, Similar Return for *Ireland*—(so far as relates to the Customs.)

TEA.

GREAT BRITAIN.

YEARS.	1. Aggregate Consumption. Net Quantity charged with Duty in Great Britain, after deduction of Quantities over-entered, and re-exported on Drawback.	2. Aggregate Revenue. Net Receipt of Duty accruing on the Quantities shown in Column 1.	3. Average Consumption per Head. Proportion for each individual of the Population of the aggregate shown in Column 1.	4. Average Revenue per Head. Proportion for each Individual of the Population of the aggregate shown in Column 2.
TEA:	*Lbs.*	£.	*Lbs.*	*s. d.*
1798	19,530,018	1,111,898	—	—
1799	19,901,448	1,176,861	—	—
1800	20,345,633	1,152,262	—	—
Annual Average of the Triennial Period	19,923,366	1,147,007	1·9	2 2¼
1818	22,958,100	3,362,589	—	—
1819	22,003,195	3,256,434	—	—
1820	22,562,591	3,128,170	—	—
Annual Average of the Triennial Period	22,507,962	3,249,064	1·63	4 8¾
1838	28,454,682	2,956,101	—	—
1839	30,927,669	3,221,343	—	—
1840	28,038,016	3,018,978	—	—
Annual Average of the Triennial Period	29,140,122	3,065,474	1·61	3 4¾
1858	62,847,405	4,451,603	—	—
1859	65,483,243	4,638,426	—	—
1860	65,871,400	4,665,873	—	—
Annual Average of the Triennial Period	64,734,016	4,585,301	2·85	4 0½

IRELAND.

YEARS.	1. Aggregate Consumption. Net Quantity charged with Duty in Ireland, after deduction of Quantities over-entered and re-exported on Drawback.	2. Aggregate Revenue. Net Receipt of Duty accruing on the Quantities shown in Column 1.	3. Average Consumption per Head. Proportion for each Individual of the Population of the aggregate shown in Column 1.	4. Average Revenue per Head. Proportion for each Individual of the Population of the aggregate shown in Column 2.
TEA:	*Lbs.*	£.	*Lbs.*	*s. d.*
1798	2,953,240	103,016	—	—
1799	2,873,717	101,728	—	—
1800	2,926,166	69,825	—	—
Annual Average of the Triennial Period	2,917,708	91,523	0·57	0 4¼
1818	3,569,431	510,105	—	—
1819	3,238,498	433,372	—	—
1820	3,150,344	398,742	—	—
Annual Average of the Triennial Period	3,319,424	447,406	0.5	1 4
1838	3,896,911	405,934	—	—
1839	4,199,618	437,460	—	—
1840	4,214,612	453,886	—	—
Annual Average of the Triennial Period	4,103,714	432,427	0·51	1 0¾
1858	10,348,280	733,007	—	—
1859	10,820,418	765,950	—	—
1860	10,944,994	775,278	—	—
Annual Average of the Triennial Period	10,704,564	758,078	1·83	2 7

COFFEE.

GREAT BRITAIN.

YEARS.	1. Aggregate Consumption. Net Quantity charged with Duty in Great Britain, after deduction of Quantities over-entered, and re-exported on Drawback.	2. Aggregate Revenue. Net Receipt of Duty accruing on the Quantities shown in Column 1	3. Average Consumption per Head. Proportion for each Individual of the Population of the aggregate shown in Column 1.	4. Average Revenue per Head. Proportion for each Individual of the Population of the aggregate shown in Column 2.
COFFEE:	*Lbs.*	£.	*Lbs.*	*s. d.*
1798	697,487	78,966	—	—
1799	682,432	74,001	—	—
1800	826,590	142,868	—	—
Annual Average of the Triennial Period	735,503	98,612	0·07	– 2¼
1818	7,967,857	250,106	—	—
1819	7,429,352	292,154	—	—
1820	6,896,286	332,552	—	—
Annual Average of the Triennial Period	7,431,165	291,604	0·54	– 5
1838	24,988,410	664,748	—	—
1839	25,935,142	754,777	—	—
1840	27,479,107	882,589	—	—
Annual Average of the Triennial Period	26,134,220	767,371	1·44	– 10¼
1858	34,383,537	430,127	—	—
1859	33,585,660	420,030	—	—
1860	34,679,878	433,601	—	—
Annual Average of the Triennial Period	34,216,358	427,919	1·51	– 4½

IRELAND.

YEARS.	1. Aggregate Consumption. Net Quantity charged with Duty in Ireland, after deduction of Quantities over-entered, and re-exported on Drawback.	2. Aggregate Revenue. Net Receipt of Duty accruing on the Quantities shown in Column 1.	3. Average Consumption per Head. Proportion for each Individual of the Population of the aggregate shown in Column 1.	4. Average Revenue per Head. Proportion for each Individual of the Population of the aggregate shown in Column 2.
COFFEE:	*Lbs.*	£.	*Lbs.*	*s. d.*
1798	37,463	865	—	—
1799	49,569	1,145	—	—
1800	120,985	2,792	—	—
Annual Average of the Triennial Period	69,339	1,601	0·01	– – 1/13
1818	340,880	10,960	—	—
1819	361,431	13,843	—	—
1820	207,123	10,276	—	—
Annual Average of the Triennial Period	303,145	11,693	0·05	– – ½
1838	777,263	20,334	—	—
1839	854,803	24,338	—	—
1840	1,185,234	38,962	—	—
Annual Average of the Triennial Period	939,100	27,878	0·11	– – ¾
1858	825,395	10,348	—	—
1859	743,216	9,304	—	—
1860	818,082	10,270	—	—
Annual Average of the Triennial Period	795,564	9,974	0·14	– – ½

RETURN showing the Quantities of the following Articles, viz., Tea, Coffee, Sugar, Wine, Foreign Spirits, Home-made Spirits, Tobacco, Malt, and Beer, &c.—*continued.*

SUGAR.

YEARS.	GREAT BRITAIN. 1. Aggregate Consumption. — Net Quantity charged with Duty in Great Britain, after Deduction of Quantities over-entered, and re-exported on Drawback.	2. Aggregate Revenue. — Net Receipt of Duty accruing on the Quantities shown in Column 1.	3. Average Consumption per Head. — Proportion for each Individual of the Population of the aggregate shown in Column 1.	4. Average Revenue per Head. — Proportion for each Individual of the Population of the aggregate shown in Column 2.
SUGAR:	*Cwts.*	£.	*Lbs.*	*s. d.*
1798	1,476,552	1,794,991	—	—
1799	2,772,488	2,321,936	—	—
1800	1,506,921	1,835,112	—	—
Annual Average of the Triennial Period	1,918,637	1,984,013	20·48	3 9½
1818	1,853,571	2,331,472	—	—
1819	2,764,586	3,507,845	—	—
1820	2,955,351	3,477,771	—	—
Annual Average of the Triennial Period	2,524,503	3,105,696	20·53	4 6
1838	3,691,612	4,261,337	—	—
1839	3,494,090	4,183,257	—	—
1840	3,260,601	4,035,983	—	—
Annual Average of the Triennial Period	3,482,101	4,160,192	21·58	4 7¼
1858	8,360,202	5,582,632	—	—
1859	8,613,603	5,744,695	—	—
1860	8,519,212	5,653,435	—	—
Annual Average of the Triennial Period	8,497,672	5,660,254	41·87	5 —

YEARS.	IRELAND. 1. Aggregate Consumption. — Net Quantity charged with Duty in Ireland, after Deduction of Quantities over-entered, and re-exported on Drawback.	2. Aggregate Revenue. — Net Receipt of Duty accruing on the Quantities shown in Column 1.	3. Average Consumption per Head. — Proportion for each Individual of the Population of the aggregate shown in Column 1.	4. Average Revenue per Head. — Proportion for each Individual of the Population of the aggregate shown in Column 2.
SUGAR:	*Cwts.*	£.	*Lbs.*	*s. d.*
1798	228,838	180,009	—	—
1799	263,603	233,203	—	—
1800	355,662	327,029	—	—
Annual Average of the Triennial Period	282,701	246,747	6·21	– 11½
1818	269,189	419,635	—	—
1819	346,162	488,699	—	—
1820	320,608	447,617	—	—
Annual Average of the Triennial Period	311,986	451,984	5·26	1 4¼
1838	329,634	395,575	—	—
1839	336,303	403,679	—	—
1840	333,810	413,087	—	—
Annual Average of the Triennial Period	333,249	404,114	4·6	1 –
1858	386,294	265,538	—	—
1859	270,696	191,214	—	—
1860	252,784	180,049	—	—
Annual Average of the Triennial Period	303,258	212,267	5·8	– 8¾

WINE.

YEARS.	GREAT BRITAIN. 1. Aggregate Consumption. — Net Quantity charged with Duty in Great Britain, after Deduction of Quantities over-entered, and re-exported on Drawback.	2. Aggregate Revenue. — Net Receipt of Duty accruing on the Quantities shown in Column 1.	3. Average Consumption per Head. — Proportion for each Individual of the Population of the aggregate shown in Column 1.	4. Average Revenue per Head. — Proportion for each Individual of the Population of the aggregate shown in Column 2.
WINE:	*Gallons.*	£.	*Gallons.*	*s. d.*
1798	3,967,214	1,372,661	—	—
1799	3,981,359	1,692,826	—	—
1800	6,440,726	1,967,213	—	—
Annual Average of the Triennial Period	4,796,433	1,677,567	0·46	3 2½
1818	5,116,242	2,241,380	—	—
1819	4,148,833	1,802,097	—	—
1820	4,183,300	1,818,396	—	—
Annual Average of the Triennial Period	4,482,792	1,953,957	0·33	2 10
1838	6,202,021	1,654,426	—	—
1839	6,257,906	1,669,106	—	—
1840	5,927,097	1,630,245	—	—
Annual Average of the Triennial Period	6,129,008	1,651,259	0·34	1 9¾
1858	5,703,898	1,549,941	—	—
1859	6,183,049	1,681,827	—	—
1860	6,143,301	942,889	—	—
Annual Average of the Triennial Period	6,010,083	1,391,552	0·27	1 3

YEARS.	IRELAND. 1. Aggregate Consumption. — Net Quantity charged with Duty in Ireland, after Deduction of Quantities over-entered, and re-exported on Drawback.	2. Aggregate Revenue. — Net Receipt of Duty accruing on the Quantities shown in Column 1.	3. Average Consumption per Head. — Proportion for each Individual of the Population of the aggregate shown in Column 1.	4. Average Revenue per Head. — Proportion for each Individual of the Population of the aggregate shown in Column 2.
WINE:	*Gallons.*	£.	*Gallons.*	*s. d.*
1798	1,298,554	184,490	—	—
1799	2,156,805	343,195	—	—
1800	854,027	157,595	—	—
Annual Average of the Triennial Period	1,436,462	228,427	0·28	– 10¾
1818	535,172	225,936	—	—
1819	491,545	203,262	—	—
1820	423,751	169,421	—	—
Annual Average of the Triennial Period	483,489	199,540	0·07	– 7¼
1838	788,250	191,631	—	—
1839	742,580	180,592	—	—
1840	626,825	161,391	—	—
Annual Average of the Triennial Period	719,218	177,871	0·09	– 5¼
1858	564,787	152,385	—	—
1859	592,943	160,336	—	—
1860	575,284	90,744	—	—
Annual Average of the Triennial Period	577,671	134,488	0·09	– 5⅓

RETURN showing the Quantities of the following Articles, viz., Tea, Coffee, Sugar, Wine, Foreign Spirits, Home-made Spirits, Tobacco, Malt, and Beer, &c.—*continued.*

SPIRITS, FOREIGN AND COLONIAL.

YEARS.	GREAT BRITAIN. 1. Aggregate Consumption. — Net Quantity charged with Duty in Great Britain, after Deduction of Quantities over-entered, and re-exported on Drawback.	2. Aggregate Revenue. — Net Receipt of Duty accruing on the Quantities shown in Column 1.	3. Average Consumption per Head. — Proportion for each Individual of the Population of the aggregate shown in Column 1.	4. Average Revenue per Head. — Proportion for each Individual of the Population of the aggregate shown in Column 2.
SPIRITS, FOREIGN AND COLONIAL:	*Gallons.*	£.	*Gallons.*	*s. d.*
1798	2,694,743	1,305,937	—	—
1799	3,079,534	1,423,961	—	—
1800	3,995,694	1,895,276	—	—
Annual Average of the Triennial Period	3,256,657	1,541,724	0·31	2 11¼
1818	3,255,054	2,502,805	—	—
1819	3,429,093	2,735,316	—	—
1820	3,416,661	2,755,605	—	—
Annual Average of the Triennial Period	3,366,936	2,664,575	0·24	3 10½
1838	4,330,284	2,765,780	—	—
1839	3,992,616	2,586,271	—	—
1840	3,617,556	2,418,684	—	—
Annual Average of the Triennial Period	3,980,152	2,590,245	0·22	2 10½
1858	4,447,934	2,196,055	—	—
1859	4,784,378	2,398,963	—	—
1860	5,348,897	2,485,712	—	—
Annual Average of the Triennial Period	4,860,403	2,360,243	0·21	2 1

YEARS.	IRELAND. 1. Aggregate Consumption. — Net Quantity charged with Duty in Ireland, after Deduction of Quantities over-entered, and re-exported on Drawback.	2. Aggregate Revenue. — Net Receipt of Duty accruing on the Quantities shown in Column 1.	3. Average Consumption per Head. — Proportion for each Individual of the Population of the aggregate shown in Column 1.	4. Average Revenue per Head. — Proportion for each Individual of the Population of the aggregate shown in Column 2.
SPIRITS, FOREIGN AND COLONIAL:	*Gallons.*	£.	*Gallons.*	*s. d.*
1798	101,449	25,328	—	—
1799	303,038	83,766	—	—
1800	1,034,823	331,833	—	—
Annual Average of the Triennial Period	479,770	146,976	0·09	– 6¾
1818	30,630	21,646	—	—
1819	35,939	25,176	—	—
1820	29,798	21,144	—	—
Annual Average of the Triennial Period	32,122	22,655	0·005	– –¾
1838	37,940	29,442	—	—
1839	32,800	26,351	—	—
1840	26,853	22,258	—	—
Annual Average of the Triennial Period	32,531	26,017	0·004	– –¾
1858	134,379	67,498	—	—
1859	148,270	81,625	—	—
1860	173,025	81,397	—	—
Annual Average of the Triennial Period	151,891	76,840	0·03	– 3¼

TOBACCO—MALT.

YEARS.	GREAT BRITAIN. 1. Aggregate Consumption. Net Quantities charged with Duty in Great Britain, after Deduction of Quantities over-entered, and re-exported on Drawback.	2. Aggregate Revenue. Net Receipt of Duty accruing on the Quantities shown in Column 1.	3. Average Consumption per Head. Proportion for each Individual of the Population of the aggregate shown in Column 1.	4. Average Revenue per Head. Proportion for each Individual of the Population of the aggregate shown in Column 2.
TOBACCO:	*Lbs.*	£.	*Lbs.*	*s. d.*
1798	10,286,741	867,703	—	—
1799	10,993,113	799,370	—	—
1800	11,796,415	987,110	—	—
Annual Average of the Triennial Period	11,025,423	884,728	1·05	1 8¼
1818	13,688,437	2,173,867	—	—
1819	12,911,285	2,285,045	—	—
1820	13,016,562	2,610,904	—	—
Annual Average of the Triennial Period	13,205,428	2,356,605	0·96	3 5
1838	18,234,301	2,795,728	—	—
1839	17,767,401	2,713,586	—	—
1840	17,520,826	2,758,613	—	—
Annual Average of the Triennial Period	17,840,843	2,755,976	0·98	3 -½
1858	28,237,923	4,534,039	—	—
1859	28,707,505	4,615,884	—	—
1860	29,173,295	4,693,851	—	—
Annual Average of the Triennial Period	28,706,241	4,614,591	1·26	4 -¾
MALT (Foreign):				
Prohibited until 28 August 1860	—	—	—	—
From 28 August 1860	Nil.	—	—	—

YEARS.	IRELAND. 1. Aggregate Consumption. Net Quantities charged with Duty in Ireland, after Deduction of Quantities over-entered, and re-exported on Drawback.	2. Aggregate Revenue. Net Receipt of Duty accruing on the Quantity shown in Column 1.	3. Average Consumption per Head. Proportion for each Individual of the Population of the aggregate shown in Column 1.	4 Average Revenue per Head. Proportion for each Individual of the Population of the aggregate shown in Column 2.
TOBACCO:	*Lbs.*	£.	*Lbs.*	*s. d.*
1798	4,894,121	215,318	—	—
1799	5,876,172	288,028	—	—
1800	6,737,275	327,916	—	—
Annual Average of the Triennial Period	5,835,856	277,087	1·14	1 1
1818	4,329,852	664,183	—	—
1819	3,670,194	614,989	—	—
1820	3,041,946	515,740	—	—
Annual Average of the Triennial Period	3,680,664	598,304	0·55	1 9¾
1838	5,105,435	766,084	—	—
1839	5,202,764	782,101	—	—
1840	5,355,815	829,599	—	—
Annual Average of the Triennial Period	5,221,338	792,595	0·64	1 1½
1858	5,690,707	898,029	—	—
1859	5,931,647	936,464	—	—
1860	6,054,599	955,985	—	—
Annual Average of the Triennial Period	5,892,318	930,159	1·007	3 2
MALT (Foreign):				
Prohibited until 28 August 1860	—	—	—	—
From 28 August 1860	Nil.	—	—	—

Note.—It is proper to remark that the Return here submitted does not afford a precisely accurate view of the separate consumption of Great Britain and Ireland for any year subsequent to 1825, the date at which the Cross Channel Trade was placed on the footing of a Coasting Traffic. All merchandise, except Corn, passing duty free between the two countries, having, by that measure, been exempted from specific entry at the Custom House, and excluded, consequently, from the statistical registry, such quantities of the articles comprehended in the Return as may, since 1825, have been removed, after payment of the duties, from Great Britain to Ireland, or from Ireland to Great Britain, are necessarily assigned to the country in which the duties were levied. This circumstance operates in the case of Sugar especially, but to some extent also in the case of other articles, to diminish the apparent consumption of Ireland, and by an equal amount, though in a smaller proportional degree, to augment the apparent consumption of Great Britain.

Office of the Inspector General of Imports and Exports,
Custom House, London, 12 August 1864.

John A. Messenger.

INLAND REVENUE. - - - - - - - -

RETURN showing the Quantity of HOME-MADE SPIRITS, MALT and BEER entered for Home Consumption, 1858, 1859, 1860, and the Revenue received for the same in each Year; the Average for the three Years of the Population, of Spirits and Beer in Gallons, and of Malt in Bushels on the Average, in each of the Population; and, similar Return for Ireland.

GREAT BRITAIN. - - - - - - - -

Years.	Quantities entered for Home Consumption, or Consumed.			Revenue received.			Average Quantities entered for Home Consumption, or Consumed.		
	Spirits.	Beer.	Malt.	Spirits.	Beer.	Malt.	Spirits.	Beer.	Malt.
	Gallons.	*Gallons.*	*Bushels.*	£.	£.	£.	*Gallons.*	*Gallons.*	*Bushels.*
1798	In this year the duty was charged in Scotland on the contents of the still; no account was taken of the quantity.	306,925,596	28,077,828	1,130,571	2,627,581	1,845,524	5,707,904	292,305,912	25,391,964
1799	5,785,324	308,311,992	33,171,719	1,307,030	2,576,483	2,165,119	- -	- -	- -
1800	5,630,484	261,680,148	14,926,347	1,038,241	2,177,071	1,009,975	- -	- -	- -
1818	7,326,650	256,422,104	26,020,353	3,312,257	3,038,778	3,196,239			
1819	6,271,655	267,006,102	24,066,610	2,867,287	3,006,731	2,795,710	6,582,363	259,276,217	25,051,137
1820	6,148,785	254,400,446	25,066,450	3,110,714	2,907,076	4,937,659			
1838	14,190,201	The Beer duty was repealed in 1831, and no account of the quantities brewed has been taken since.	38,243,126	3,957,479	Duty repealed.	4,891,186			
1839	14,375,134		38,186,389	4,040,559		4,753,991	14,341,207	- -	39,160,077
1840	14,458,286		41,050,716	4,169,655		5,048,758			
1858	17,450,144		42,232,758	6,811,293		5,344,595			
1859	17,980,492		44,781,557	7,081,291		5,704,196	17,351,575	- -	42,086,461
1860	16,624,090		39,245,067	7,359,764		5,496,046			

IRELAND. - - - - - - - - -

Years.	Quantities entered for Home Consumption, or Consumed.			Revenue received.			Average Quantities entered for Home Consumption, or Consumed.		
	Spirits.	Beer.	Malt.	Spirits.	Beer.	Malt.	Spirits.	Beer.	Malt.
	Gallons.	*Gallons.*	*Bushels.*	£.	£.	£.	*Gallons.*	*Gallons.*	*Bushels.*
1798	4,173,439	No duty on Beer in Ireland since the year 1795, no account can therefore be furnished of the quantities consumed in the years included in this Return.	4,413,817	392,602	- -	313,660			
1799	3,553,594		3,311,463	417,865	- -	272,938	3,019,177	- -	2,802,206
1800	1,330,500		681,340	209,945	- -	64,316			
1818	4,284,347		1,783,636	1,175,077	- -	204,782			
1819	3,676,516		1,742,444	1,036,924	- -	191,602	3,753,504	- -	1,773,250
1820	3,299,650		1,793,671	920,192	- -	333,202			
1838	12,296,342		2,262,440	1,510,093	- -	289,870			
1839	10,815,709		1,744,552	1,402,131	- -	242,561	10,171,034	- -	1,804,369
1840	7,401,051		1,406,116	1,032,582	- -	200,109			
1858	5,636,912		2,873,015	2,395,040	- -	272,241			
1859	5,748,534		2,964,732	2,616,764	- -	292,700	5,366,601	- -	2,788,610
1850	4,714,358		2,528,083	2,341,610	- -	295,625			

Inland Revenue Office,
15 July 1864.

INLAND REVENUE.

or Consumed in *Great Britain*, in each of the Years 1798, 1799, 1800; 1818, 1819, 1820; 1838, 1839, 1840; ending in 1800, 1820, 1840, 1860, and the Average Duties paid; the Average Quantity consumed per Head three Years ending 1800, 1820, 1840, and 1860; and the Average Revenue paid on each per Head of the

GREAT BRITAIN.

Average Duties Paid.			Population.	Average Quantity Consumed per Head of the Population.			The Actual Revenue Paid per Head of the Population.			Years.
Spirits.	Beer.	Malt.		Spirits.	Beer.	Malt.	Spirits.	Beer.	Malt.	
£.	£.	£.		*Gallons.*	*Gallons.*	*Bushels.*	*s. d.*	*s. d.*	*s. d.*	
1,158,614	2,460,378	1,673,539	10,378,783	- -	29.572	2,705	2 2	5 $-\frac{3}{4}$	3 $6\frac{1}{2}$	1798
- -	- -	- -	10,503.351	0·551	29,353	2,206	2 $5\frac{3}{4}$	4 $10\frac{3}{4}$	4 $1\frac{1}{2}$	1799
- -	- -	- -	10,603,991	0·531	24,677	1,407	1 $11\frac{1}{2}$	4 $1\frac{1}{4}$	1 $10\frac{3}{4}$	1800
			13,571,374	0·539	18,894	1,917	4 $10\frac{1}{2}$	4 $5\frac{3}{4}$	4 $8\frac{1}{4}$	1818
3,096,752	2,984,195	3,643,202	13,765,282	0·455	19,397	1,748	4 1	4 $4\frac{1}{4}$	4 $-\frac{3}{4}$	1819
			13,971,535	0·440	18,208	1,794	4 $5\frac{1}{4}$	4 $1\frac{3}{4}$	7 $-\frac{3}{4}$	1820
			17,811,732	0·796	- -	2,147	4 $5\frac{1}{4}$	- -	5 $5\frac{3}{4}$	1838
4,055,931	- -	4,897,978	18,071,584	0·795	- -	2,113	4 $5\frac{1}{2}$	- -	5 3	1839
			18.320,788	0·787	- -	2,240	4 $6\frac{1}{2}$	- -	5 6	1840
			22,498,956	0·775	- -	1,877	6 $-\frac{1}{2}$	- -	4 9	1858
7,084,116	- -	5,514,945	22,728,513	0·791	- -	1,970	6 $2\frac{3}{4}$	- -	5 $-\frac{1}{4}$	1859
			22,957,451	0·724	- -	1,709	6 $4\frac{3}{4}$	- -	4 $9\frac{1}{2}$	1860

IRELAND.

Average Duty Paid.			Population.	Average Quantity Consumed per Head of the Population.			The Actual Revenue Paid per Head of the Population.			Years.
Spirits.	Beer.	Malt.		Spirits.	Beer.	Malt.	Spirits.	Beer.	Malt.	
£.	£.	£.		*Gallons.*	*Gallons.*	*Bushels.*	*s. d*	*s. d.*	*s. d.*	
			5,035,001	0·828	- -	0·876	1 $6\frac{1}{2}$	- -	1 $2\frac{3}{4}$	1798
340,137	- -	216,971	5,101,714	0·696	- -	0·649	1 $7\frac{1}{2}$	- -	1 $-\frac{3}{4}$	1799
			5,169,312	0·257	- -	0·103	- $9\frac{3}{4}$	- -	- 3	1800
			6,565,925	0·652	- -	0·271	3 $6\frac{3}{4}$	- -	- $7\frac{1}{2}$	1818
1,044,064	- -	243,195	6,646,198	0·553	- -	0·262	3 $1\frac{1}{4}$	- -	- $6\frac{3}{4}$	1819
			6,727,470	0·490	- -	0·266	2 $8\frac{3}{4}$	- -	- $11\frac{3}{4}$	1820
			8,070,298	1·523	- -	0·280	3 $8\frac{3}{4}$	- -	- $8\frac{1}{2}$	1838
1,314,935	- -	244,180	8,113,132	1·333	- -	0·215	3 $5\frac{1}{2}$	- -	- 7	1839
			8,156,198	0·907	- -	0·172	2 $6\frac{1}{4}$	- -	- $5\frac{3}{4}$	1840
			5,865,518	0·961	- -	0·489	8 2	- -	- 11	1858
2,451,138	- -	286,855	5,857,598	0·981	- -	0·506	8 11	- -	1 -	1859
			5,829,468	0·808	- -	0·433	8 $-\frac{1}{4}$	- -	1 -	1860

W. M. Moxon,
Chief Accountant for Excise.

TEA, COFFEE, &c.

RETURNS showing the Quantities of TEA, COFFEE, SUGAR, WINE, FOREIGN SPIRITS, HOME-MADE SPIRITS, TOBACCO, MALT, and BEER, entered for Home Consumption or Consumed in *Great Britain* and *Ireland* respectively, in each of the Years 1798, 1799, 1800, 1818, 1819, 1820, 1838, 1839, 1840, 1858, 1859, 1860, and the REVENUE received from the same in each Year; the Average for the Three Years ending in 1800, 1820, 1840, 1860, and the Average DUTIES Paid; &c.

(*Sir Edward Grogan.*)

Ordered, by The House of Commons, *to be Printed,*
13 *February* 1865.

Under 1 *oz.*

WINES AND TEA.

RETURN to an Order of the Honourable The House of Commons, dated 11 May 1865;—*for*,

RETURNS "of the Amount of DUTY paid upon the Importation of FOREIGN WINES, and the Quantities Imported upon which such Duties have been Paid, in the Years 1860, 1861, 1862, 1863, and 1864; distinguishing between the different Rates of Duty and the Quantities Imported subject to each Rate respectively:"

"And, of the Quantity of TEA Imported, and upon which DUTY has been Paid, in each of the above Years, and the Amount and Rate of Duty so Paid."

(*Sir FitzRoy Kelly.*)

Ordered, by The House of Commons, *to be Printed*,
2 *June* 1865.

RETURNS of the Amount of DUTY paid upon the Importation of FOREIGN WINES, and the Quantities Imported upon which such Duties have been Paid, in the Years 1860, 1861, 1862, 1863, and 1864; distinguishing between the different Rates of Duty and the Quantities Imported subject to each Rate respectively:—And, of the Quantity of TEA Imported, and upon which DUTY has been Paid, in each of the above Years; and the Amount and Rate of Duty so Paid.

WINE.

RATES OF DUTY CHARGEABLE.				Quantities Imported and Entered for Home Consumption in the United Kingdom at each Rate of Duty.	Amount of Duty received thereon.
YEAR 1860:				*Gallons.*	£.
The growth and produce of any British Possession and imported directly from thence, viz.:		*s.*	*d.*		
Cape	Not containing more than 33 per cent. of proof spirit	2	10 19/20 per gallon	380,235	54,931
	Containing 33 per cent., and not more than 40 per cent. of proof spirit	3	– „	46,361	6,954
Other sorts, not containing more than 33 per cent. of proof spirit		2	10 19/20 „	1,050	151
Of and from Foreign Countries:					
Until 28th February, inclusive		5	9 3/10 „	523,276	151,036
From and after 29th February		3	– „	6,407,267	961,033
				7,358,189	1,174,105
YEAR 1861:					
Containing less of Proof Spirit than—		*s.*	*d.*		
18 degrees		1	– per gallon	1,037,089	52,012
26 degrees		1	9 „	458,577	40,187
40 degrees		2	5 „	8,104,223	979,242
45 degrees		2	11 „	178,965	26,099
Imported in bottles, and containing less than 40 degrees		2	5 „	1,002,503	121,101
Arrears of rates previously chargeable				5,734	892
				10,787,091	1,219,533
YEAR 1862:					
To 3d April inclusive:					
Containing less of Proof Spirit than—		*s.*	*d.*		
18 degrees		1	– per gallon	187,848	9,440
26 degrees		1	9 „	88,880	7,785
40 degrees		2	5 „	1,986,974	240,141
45 degrees		2	11 „	33,402	4,876
Imported in bottles, and containing less than 40 degrees		2	5 „	191,930	23,168
From and after 4th April:					
Containing less of Proof Spirit than—					
26 degrees		1	– „	1,010,708	50,641
42 degrees		2	6 „	5,596,670	699,130
42 degrees, in bottles		2	6 „	699,191	87,361
Containing more than 41 degrees of proof spirit		–	3 for every degree.	7,425	1,061
				9,803,028	1,123,603

RATES OF DUTY CHARGEABLE.	Quantities Imported and Entered for Home Consumption in the United Kingdom at each Rate of Duty.	Amount of Duty received thereon.
YEAR 1863:	*Gallons.*	£.
Containing less of Proof Spirit than— s. d.		
26 degrees - - - - - - 1 – per gallon	1,270,471	63,820
42 degrees - - - - - - 2 6 „	8,240,730	1,029,676
42 degrees, in bottles - - - - 2 6 „	945,916	118,222
Containing more than 41 degrees of proof spirit - - - - - - - - – 3 for every degree.	20,940	2,995
	10,478,057	1,214,713
YEAR 1864:		
Containing less of Proof Spirit than— s. d.		
26 degrees - - - - - - 1 – per gallon	1,509,771	75,735
42 degrees - - - - - - 2 6 „	8,885,903	1,110,295
42 degrees, in bottles - - - - 2 6 „	1,025,527	128,181
Containing more than 41 degrees of proof spirit - - - - - - - - – 3 for every degree.	35,330	5,050
	11,456,531	1,319,261

TEA.

	RATES OF DUTY CHARGEABLE.	Quantities Imported and Entered for Home Consumption in the United Kingdom at each Rate of Duty.	Amount of Duty received thereon.
	s. d.	*Lbs.*	£.
Year 1860 - -	- - - - - 1 5 per lb. -	76,859,428	5,444,157
Year 1861 - -	- - - - - 1 5 „ - -	77,949,465	5,521,322
Year 1862 - -	- - - - - 1 5 „ - -	78,817,059	5,582,792
Year 1863 - -	To 25th April - 1 5 per lb. -	18,839,184	1,334,442
	From 25th April - 1 – „ - -	66,367,592	3,318,380
		85,206,776	4,652,822
Year 1864 - -	- - - - - 1 – per lb. -	88,637,099	4,431,867

Office of the Inspector General of Imports and Exports,
Custom House, London, 31 May 1865.

John A. Messenger.

WINES AND TEA.

RETURNS of the Amount of Duty paid upon the Importation of Foreign Wines, and the Quantities Imported upon which such Duties have been Paid, in the Years 1860, 1861, 1862, 1863, and 1864; and, of the Quantity of Tea Imported, and upon which Duty has been Paid, in each of the above Years, and the Amount and Rate of Duty so Paid; &c.

(*Sir FitzRoy Kelly.*)

Ordered, by The House of Commons, *to be Printed,*
2 *June* 1865.

Under 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 25 May 1865;—*for*,

A RETURN "of the NEW and OLD RATES of DUTY upon various ARTICLES (so far as the same can be given) Levied by the TARIFFS of FOREIGN COUNTRIES, in which Alterations have been made *since the Publication of the Returns, No.* 493 *of Session* 1863, and SUPPLEMENT No. 1 to No. 493 of Session 1863; and showing the Per-centage Increase and Decrease of DUTIES, and the DATES at which the NEW DUTIES came into Operation (SUPPLEMENT No. 2 to No. 493 of Session 1863)."

SUPPLEMENT No. 2 to RETURN No. 493 of Session 1863.

ARTICLES upon which DUTIES have been ALTERED.	COUNTRIES in which DUTIES have been ALTERED.	PAGE of RETURN showing ALTERATIONS of DUTY.
YARNS AND THREAD - - -	Sweden and Norway - -	pp. 2 and 3.
WOVEN MANUFACTURES - -	- - ditto - - - -	„ 4 „ 5.
METALS, Unwrought and Wrought -	- - ditto - - - -	„ 12 „ 13.
HIDES, SKINS AND LEATHER, Unwrought and Wrought - -	- - ditto - - - -	„ 22 „ 23.
INDIA-RUBBER AND GUTTA-PERCHA	- - ditto - - - -	„ 24 „ 25.
EARTHENWARE AND PORCELAIN -	- - ditto - - - -	„ 26 „ 27.
GLASS AND GLASS WARES - -	- - ditto - - - -	„ 26 „ 27.
CHEMICALS - - - - - -	- - ditto - - - -	„ 28 „ 29.
PAPER, STATIONERY AND BOOKS -	- - ditto - - - -	„ 30 „ 31.
OILS, MINERALS, &c. - - -	- - ditto - - - -	„ 32 „ 33.
ARTICLES OF FOOD - - -	- - ditto - - - -	„ 32 „ 33.
MISCELLANEOUS ARTICLES - -	- - ditto - - - -	„ 32 „ 33.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed*,
25 *May* 1865.

RETURN of the NEW and OLD RATES of DUTY upon various ARTICLES (so far as the same can be Publication of the Returns, No. 493 of Session 1863, and Supplement No. 1 to No. 493 of Session 1863; came into Operation (Supplement No. 2 to No. 493 of Session 1863).

SUPPLEMENT No. 2

To RETURN No. 493 of SESSION 1863.

NEW DUTY.—YARNS AND THREAD—COTTON.

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
			Rdm. öre.		£. *s.* *d.*
TARIFF OF SWEDEN.					
COTTON YARNS, single or double, in Hanks or on Bobbins:					
Undyed	In 1865	per Skälpund	0 08	per Cwt.	– 10 8
Dyed, all kinds	,,	,,	0 14	,,	– 18 7
Sewing thread	,,	,,	0 20	,,	1 6 7
TARIFF OF NORWAY.					
			Spd. sk.		£. *s.* *d.*
YARNS:					
Undyed, not twisted	In 1865	per Pund	0 $2\frac{4}{5}$	per Cwt.	– 10 8
,, twisted	,,	,,	0 5	,,	– 19 1
Dyed, or mixed with metal thread	,,	,,	0 5	,,	– 19 1

NEW DUTY.—YARNS AND THREAD—LINEN.

TARIFF OF SWEDEN.

			Rdm. öre.		£. *s.* *d.*
LINEN YARNS:					
Undyed or unbleached	In 1865	per Skälpund	0 15	per Cwt.	– 19 11
	In 1867	,,	0 10	,,	– 13 3
Dyed or bleached	In 1865	,,	0 30	,,	1 19 11
	In 1867	,,	0 20	,,	1 6 7
Sewing thread, unbleached	In 1865	,,	0 30	,,	1 19 11
	In 1867	,,	0 20	,,	1 6 7
,, bleached or dyed	In 1865	,,	0 40	,,	2 13 2
	In 1867	,,	0 30	,,	1 19 11

TARIFF OF NORWAY.

			Spd. sk.		£. *s.* *d.*
LINEN YARNS:					
Dyed, not twisted	In 1865	per Pund	0 7	per Cwt.	1 6 8
,, twisted	,,	,,	0 10	,,	1 18 2

NEW DUTY.—YARNS AND THREAD—SILK.

TARIFF OF SWEDEN.

			Rdm. öre.		£. *s.* *d.*
Not separately specified, but if admitted as "dyed silk" the duty is	In 1865	per Skälpund	0 40	per Cwt.	2 13 2

TARIFF OF NORWAY.

			Spd. sk.		£. *s.* *d.*
SILK YARNS:					
Thrown, twisted or not, dyed or undyed, or mixed with other materials	In 1865	per Pund	0 40	per Cwt.	7 12 7
	In 1867	,,	0 25	,,	4 15 4
	In 1868	,,	0 14	,,	2 13 5

given) Levied by the TARIFFS of FOREIGN COUNTRIES, in which Alterations have been made since the and showing the Per-centage Increase and Decrease of DUTIES, and the DATES at which the NEW DUTIES

SUPPLEMENT No. 2

To RETURN No. 493 of SESSION 1863.

OLD DUTY.—YARNS AND THREAD—COTTON.

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
TARIFF OF SWEDEN.					
COTTON YARNS, single or double, in Hanks or on Bobbins:		£. s. d.			
Undyed	per Cwt.	– 15 11	–	33	15 April 1865.
Dyed	„	1 6 7	–	30	
Sewing thread, all kinds	„	2 13 2	–	50	
TARIFF OF NORWAY.					
YARNS:		£. s. d.			
Undyed, not twisted	per Cwt.	– 11 5	–	7	15 April 1865.
„ twisted	„	1 4 10	–	23	
Dyed, or mixed with metal thread	„	1 16 3	–	47	

OLD DUTY.—YARNS AND THREAD—LINEN.

TARIFF OF SWEDEN.

LINEN YARNS:		£. s. d.			
Undyed or unbleached	per Cwt.	1 13 3	–	40	15 April 1865.
			–	60	
Dyed or bleached	„	2 13 2	–	25	
			–	50	
Sewing thread, unbleached	„	2 13 2	–	25	
			–	50	
„ bleached or dyed	„	3 6 6	–	20	
			–	40	

TARIFF OF NORWAY.

LINEN YARNS:		£. s. d.			
Dyed, not twisted	per Cwt.	1 10 6	–	12	15 April 1865.
„ twisted	„	2 5 9	–	17	

OLD DUTY.—YARNS AND THREAD—SILK.

TARIFF OF SWEDEN.

Not separately specified, but if admitted as "dyed silk" the duty was	per Cwt.	£. s. d. 9 19 5	–	73	15 April 1865.

TARIFF OF NORWAY.

SILK YARNS:		£. s. d.			
Thrown, twisted or not, dyed or undyed, or mixed with other materials	per Cwt.	11 8 11	–	33	15 April 1865.
			–	58	
			–	77	

NEW DUTY.—YARNS AND THREAD—Woollen.

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
TARIFF OF SWEDEN.					
		Rdm. öre.		*£. s. d.*	
Woollen Yarns, pure or mixed with Cotton or Linen, and including Camel's Hair Yarns:					
Undyed	In 1865	per Skälpund	0 10	per Cwt.	– 13 4
Dyed	„	„	0 15	„	– 19 11
TARIFF OF NORWAY.					
		Spd. sk.		*£. s. d.*	
Woollen Yarns:					
Undyed	In 1865	per Pund	0 6	per Cwt.	1 2 11
	In 1868	„	0 4	„	– 15 3
Dyed, and yarns mixed with metal threads	In 1865	„	0 8	„	1 10 6
	In 1868	„	0 5	„	– 19 1

NEW DUTY.—WOVEN MANUFACTURES—Cotton.

TARIFF OF SWEDEN.					
		Rdm. öre.		*£. s. d.*	
Cotton Tissues:					
Gauze, book-muslin, muslin, dimity, and batiste	In 1865	per Skälpund	0 75	per Cwt.	4 19 9
Tulle, net and bobbinet	„	„	1 25	„	8 6 2
Other tissues, not bleached or dyed	„	„	0 25	„	1 13 3
„ bleached or dyed	In 1865	„	0 50	„	3 6 6
	In 1867	„	0 40	„	2 13 2
„ printed or pressed	In 1865	„	0 75	„	4 19 9
	In 1867	„	0 50	„	3 6 6
Cottons, mixed with Flax or Hemp:					
Damask and tablecloths	In 1865	„	0 75	„	4 19 9
	In 1867	„	0 50	„	3 6 6
Ribbons and tapes	In 1865	„	0 60	„	3 19 9
	In 1867	„	0 50	„	3 6 6
Braces	In 1865	„	0 50	„	3 6 6
Canvas for embroidery	In 1865	„	0 60	„	3 19 9
	In 1867	„	0 50	„	3 6 6
Reticules, bags, and portfolios	In 1865	„	0 25	„	1 13 3
Lace and blonde	In 1865	„	1 50	„	9 19 5
	In 1867	„	1 00	„	6 12 11
Haberdashery, such as fringes, galloons, cords, cordings, and other such like articles not specially tariffed	In 1865	„	1 25	„	8 6 2
	In 1867	„	1 00	„	6 12 11
	In 1868	„	0 75	„	4 19 9
Knitted gloves, stockings, &c.	In 1865	„	0 75	„	4 19 9
	In 1867	„	0 50	„	3 6 6
Collars and cravats	In 1865	„	0 75	„	4 19 9
Ready-made clothing	The same duty as material of which made, with an addition of 20%				
Articles embroidered	The same duty as the stuff on which embroidered, with an addition of 20%				

OLD DUTY.—YARNS AND THREAD—Woollen.

TARIFF OF SWEDEN.

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
Woollen Yarns, pure or mixed with Cotton or Linen, and including Camel's Hair Yarns:		£. s. d.			
Undyed	per Cwt.	– 19 11	–	33	15 April 1865.
Dyed	„	1 6 7	–	25	

TARIFF OF NORWAY.

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
Woollen Yarns:		£. s. d.			
Undyed	per Cwt.	1 10 6	– –	25 50	15 April 1865.
Dyed, and yarns mixed with metal threads	„	1 18 2	– –	20 50	

OLD DUTY.—WOVEN MANUFACTURES—Cotton.

TARIFF OF SWEDEN.

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
Cotton Tissues:		£. s. d.			
Gauze, book-muslin, muslin, dimity, and batiste	per Cwt.	6 12 11	–	25	15 April 1865
Tulle, net and bobbinet	„	14 19 2	–	44	
Other tissues, not bleached or dyed	„	2 13 2	–	37	
„ bleached or dyed	„	4 13 1	– –	28 42	
„ printed or pressed	„	5 19 8	– –	16 44	
Cottons, mixed with Flax or Hemp:					
Damask and tablecloths	„	5 19 8	– –	16 44	
Tapes and ribbons	„	4 19 9	– –	20 33	
Braces	„	4 19 9	–	33	
Canvas for embroidery	„	6 12 11	– –	40 50	
Reticules, bags, and portfolios	„	3 6 6	–	50	
Lace and blonde	„	13 5 11	– –	25 50	
Haberdashery, such as galloons, fringes, cordings, &c., and other such like articles not specially tariffed	„	9 19 5	– – –	17 33 50	
Knitted gloves, stockings, &c.	„	6 12 11	– –	25 50	
Collars and cravats	„	9 19 5	–	50	
Ready-made clothing	The same duty as material of which made, with an addition of 50%		–	60	
Articles embroidered	The same duty as the stuff upon which embroidered, with an addition of 20%, but if embroidered with gold or silver, of 100%		—	80 on articles embroidered with gold or silver.	

NEW DUTY.—WOVEN MANUFACTURES—Cotton—*Continued.*

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.	ENGLISH MEASURES and MONEY.
TARIFF OF NORWAY.			
Cottons:			
Ribbons and tapes, as well as ribbons and tissues mixed with India-rubber or gutta-percha, and waistbands of the same materials	In 1865	per Pund — *Spd.* 0 *sk.* 17½	per Cwt. — £. 3 s. 6 d. 9
Knitted wares, dyed or not	In 1865	„ — 0 25	„ — 4 15 4
	In 1868	„ — 0 17½	„ — 3 6 9
Blondes, bobbinets, lace and tulle	In 1865	„ — 0 80	„ — 15 5 2
	In 1867	„ — 0 60	„ — 11 8 10
	In 1868	„ — 0 44	„ — 8 7 10
Tissues, open or transparent	In 1865	„ — 0 35	„ — 6 13 6
	In 1867	„ — 0 30	„ — 5 14 5
	In 1868	„ — 0 26⅓	„ — 5 1 1
„ close woven, printed	In 1865	„ — 0 28	„ — 5 6 10
	In 1867	„ — 0 25	„ — 4 15 4
	In 1868	„ — 0 20	„ — 3 16 4
„ „ dyed of various colours, not printed	In 1865	„ — 0 18	„ — 3 8 8
	In 1867	„ — 0 16	„ — 3 1 —
	In 1868	„ — 0 14	„ — 2 13 5
Buttons	In 1865	„ — 0 26	„ — 4 19 2
Braces	„	„ — 0 26	„ — 4 19 2
Note.—Ready-made clothing not otherwise named in the tariff, to pay 10 % above the predominating material, but if ornamented with embroidery or lined with silk, 20 % above the predominating material.			

NEW DUTY.—WOVEN MANUFACTURES—Linen.

TARIFF OF SWEDEN.

Linen Tissues:		*Rdm.* *öre.*	£. s. d.
Muslin, cambric, batiste, gauze, and crape	In 1865	per Skälpund — 0 75	per Cwt. — 4 19 9
Linen cloth, all kinds, and damask	„	„ — 0 75	„ — 4 19 9
Tapes and ribbons	In 1865	„ — 0 60	„ — 3 19 9
	In 1867	„ — 0 50	„ — 3 6 6
Canvas, &c. for embroidery	In 1865	„ — 0 60	„ — 3 19 9
	In 1867	„ — 0 50	„ — 3 6 6
Braces	In 1865	„ — 0 50	„ — 3 6 6
Reticules, bags, and portfolios	„	„ — 0 25	„ — 1 13 3
Lace and blonde	In 1865	„ — 3 00	„ — 19 18 10
	In 1866	„ — 2 50	„ — 16 12 5
	In 1867	„ — 2 00	„ — 13 5 11
	In 1868	„ — 1 50	„ — 9 19 5
Haberdashery, fringes, galloons, cords, cordings, and other such like articles not specially tariffed	In 1865	„ — 1 25	„ — 8 6 2
	In 1867	„ — 1 00	„ — 6 12 11
	In 1868	„ — 0 75	„ — 4 19 9
Knitted gloves and stockings, &c.	In 1865	„ — 0 75	„ — 4 19 9
	In 1867	„ — 0 50	„ — 3 6 6
Collars and cravats	In 1865	„ — 0 75	„ — 4 19 9
Ready-made clothing		The same duty as material of which made, with an addition of 20 %	
Articles embroidered		The same duty as the stuff on which embroidered, with an addition of 20 %	

OLD DUTY.—WOVEN MANUFACTURES—COTTON—*Continued.*

ARTICLES.	ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
TARIFF OF NORWAY.				
COTTONS:				
Ribbons and tapes, as well as ribbons and tissues mixed with India-rubber or gutta-percha, and waistbands of the same materials	per Cwt. £. s. d. 3 16 4	- -	12	
Knitted wares, dyed or not	„ 5 14 5	- -	17	
		- -	41	
Blonde, bobbinets, lace, and tulle	„ 22 17 9	- -	33	
		- -	50	
		- -	63	
Tissues, open or transparent	„ 7 12 7	- -	12	
		- -	25	
		- -	34	15 April 1865.
„ close woven, printed	„ 5 14 5	- -	7	
		- -	17	
		- -	33	
„ „ dyed of various colours, not printed	„ 3 16 4	- -	10	
		- -	20	
		- -	30	
BUTTONS	„ 5 14 5	- -	13	
BRACES	„ 9 3 1	- -	49	
Note.—Ready-made clothing not otherwise named in the tariff, to pay 50 % above the predominating material, but if ornamented with embroidery or lined with silk, 100 % above the predominating material.				

OLD DUTY.—WOVEN MANUFACTURES—LINEN.

TARIFF OF SWEDEN.

LINEN TISSUES:	£. s. d.			
Muslin, batiste, and gauze, &c.	per Cwt. 19 18 10	- -	75	
Linen cloth, all kinds, and damask	„ 6 12 11	- -	25	
Tapes and ribbons	„ 4 19 9	- -	20	
		- -	33	
Canvas for embroidery	„ 6 12 11	- -	40	
		- -	50	
Braces	„ 4 19 9	- -	33	
Reticules, bags, portfolios, &c.	„ 3 6 6	- -	50	
Lace and blonde	„ 39 17 9	- -	50	
		- -	58	
		- -	66	
		- -	75	
Haberdashery, as fringes, galloons, cords, cording, and other such like articles not specially tariffed	„ 9 19 5	- -	17	15 April 1865.
		- -	33	
		- -	50	
Knitted gloves and stockings	„ 6 12 11	- -	25	
		- -	50	
Collars and cravats	„ 9 19 5	- -	50	
Ready-made clothing	According to material of which made, with an addition of 50 %	- -	60	
Articles embroidered	The same duty as the stuff upon which embroidered, with an addition of 20 %, but if embroidered with gold or silver, of 100 %	- -	80 on articles embroidered with gold or silver.	

NEW DUTY.—WOVEN MANUFACTURES—Linen—*Continued.*

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
TARIFF OF NORWAY.					
Linens:		*Spd. sk.*			*£. s. d.*
Tapes and ribbons, as well as ribbons and tissues mixed with India-rubber or gutta-percha, and waistbands of the same materials	In 1865	per Pund	0 17½	per Cwt.	3 6 9
Knitted wares, dyed or not	In 1865	„	0 25	„	4 15 4
	In 1868	„	0 17½	„	3 6 9
Blondes, bobbinets, lace, &c.	In 1865	„	0 80	„	15 5 2
	In 1867	„	0 60	„	11 8 10
	In 1868	„	0 44	„	8 7 10
Tissues, open or transparent	In 1865	„	0 35	„	6 13 6
	In 1867	„	0 30	„	5 14 5
	In 1868	„	0 26½	„	5 1 1
„ close woven, printed	In 1865	„	0 28	„	5 6 10
	In 1867	„	0 25	„	4 15 4
	In 1868	„	0 20	„	3 16 4
Buttons	In 1865	„	0 26	„	4 19 2
Braces	„	„	0 26	„	4 19 2
Note.—Ready-made clothing, not otherwise named in the tariff, to pay 10 % above the predominating material of which made, but if ornamented with embroidery or lined with silk, 20 % above the predominating material.					

NEW DUTY.—WOVEN MANUFACTURES—Silk.

TARIFF OF SWEDEN.

			Rdm. öre.		*£. s. d.*
Tissues of Pure Silk:					
Plush	In 1865	per Skälpund	1 00	per Lb.	– 1 2¼
Other tissues, including stuffs mixed with gold and silver	In 1865	„	3 00	„	– 3 6¾
	In 1866	„	2 50	„	– 2 11½
	In 1867	„	2 00	„	– 2 4½
	In 1868	„	1 50	„	– 1 9¼
Tissues of Half Silk:					
Felt or plush	In 1865	„	1 00	„	– 1 2¼
Other tissues	In 1865	„	1 50	„	– 1 9¼
	In 1867	„	1 25	„	– 1 5¾
	In 1868	„	1 00	„	– 1 2¼
Ribbons of pure silk, and velvet ribbons	In 1865	„	3 00	„	– 3 6¾
	In 1866	„	2 50	„	– 2 11½
	In 1867	„	2 00	„	– 2 4½
	In 1868	„	1 50	„	– 1 9¼
„ of half silk	In 1865	„	1 50	„	– 1 9¼
	In 1867	„	1 25	„	– 1 5¾
	In 1868	„	1 00	„	– 1 2¼
Articles of Silk or Half Silk:					
Braces	In 1865	„	1 00	„	– 1 2¼
Reticules, bags, portfolios, &c.	In 1865	„	1 00	„	– 1 2¼
Lace and Blonde	In 1865	„	3 00	„	– 3 6¾
	In 1866	„	2 50	„	– 2 11½
	In 1867	„	2 00	„	– 2 4½
	In 1868	„	1 50	„	– 1 9¼
Haberdashery, as galloons, fringes, cords, cording, and other such like articles not specially tariffed	In 1865	„	3 00	„	– 3 6¾
	In 1866	„	2 50	„	– 2 11½
	In 1867	„	2 00	„	– 2 4½
	In 1868	„	1 50	„	– 1 9¼
Ready-made clothing	The same duty as material of which made, with an addition of 20 %.				
Articles embroidered	The same duty as stuff upon which embroidered, with an addition of 20 %				

- - - - OLD DUTY.—WOVEN MANUFACTURES—LINEN—*Continued.*

ARTICLES.	ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
- - - - - - - - - - - TARIFF OF NORWAY.				
LINENS:				
Tapes and ribbons, as well as ribbons and tissues mixed with India-rubber or gutta-percha, and waistbands of the same materials - - - - - - - -	- per Cwt. - £. 3 16 4	- -	12	15 April 1865.
Knitted wares, dyed or not - - -	- „ - 5 14 5	- -	17	
		- -	42	
Blondes, bobbinets, lace, &c. - -	- „ - 22 17 9	- -	33	
		- -	50	
		- -	63	
Tissues, open or transparent - - -	- „ - 7 12 7	- -	12	
		- -	25	
		- -	34	
„ close woven, printed - -	- „ - 5 14 5	- -	7	
		- -	17	
		- -	33	
BUTTONS - - - - - - - - -	- „ - 5 14 5	- -	13	
BRACES - - - - - - - - -	- „ - 9 3 1	- -	46	
Note.—Ready-made clothing, not otherwise named in the tariff, to pay 50 % above predominating material, but if ornamented with embroidery, or lined with silk, 100 % above the predominating material.				

- - - - OLD DUTY.—WOVEN MANUFACTURES—SILK.

- - - - - - - - - - - TARIFF OF SWEDEN.

TISSUES of PURE SILK:	£. s. d.			
Plush - - - - - - -	- per Lb. - – 1 9½	- -	33	15 April 1865.
		- -	50	
Other tissues, including stuffs mixed with gold or silver - - - - -	- „ - – 7 1	- -	58	
		- -	66	
		- -	75	
TISSUES of HALF SILK:				
Felt or plush - - - - - -	- „ - – 1 9½	- -	33	
		- -	50	
Other tissues - - - - - -	- „ - – 3 7	- -	58	
		- -	66	
RIBBONS of velvet - - - - - -	- „ - – 5 4	- -	33	
		- -	45	
		- -	56	
		- -	66	
RIBBONS of silk - - - - - -	- „ - – 7 1	- -	50	
		- -	58	
		- -	66	
		- -	75	
RIBBONS of half silk - - - - -	- „ - – 3 7	- -	50	
		- -	58	
		- -	66	
ARTICLES of SILK or HALF SILK:				
Braces - - - - - - -	- „ - – 2 8	- -	55	
Reticules, bags and portfolios - -	- „ - – 2 4½	- -	50	
Lace and Blonde - - - - - -	- „ - – 7 1	- -	50	
		- -	58	
		- -	66	
		- -	75	
HABERDASHERY, as galloons, fringes, cords, cordings, and other such like articles not specially tariffed - - - - - - - -	- „ - – 4 9	- -	25	
		- -	38	
		- -	50	
		- -	62	
Ready-made clothing - - - - -	According to the material of which made, with an addition of 50 %.		60	
Articles embroidered - - - - -	The same duty as the stuff on which embroidered, with an addition of 20 %; but if embroidered with gold or silver, 100 %.		80 on articles embroidered with gold or silver.	

NEW DUTY.—WOVEN MANUFACTURES—Silk—*Continued.*

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
TARIFF OF NORWAY.					
			Spd. sk.		£. s. d.
Blondes, Bobbinet, Lace, &c.	In 1865	per Pund	0 80	per Lb.	– 2 8¾
	In 1867	„	0 60	„	– 2 –½
	In 1868	„	0 44	„	– 1 6
Velvets, and other tissues with figures or stripes, mixed or not with other textures, or with metal or glass threads	In 1865	„	0 105	„	– 3 7
	In 1866	„	0 86	„	– 2 11
	In 1867	„	0 70	„	– 2 4½
	In 1868	„	0 52	„	– 1 9¼
Plush and Felt	In 1865	„	0 35	„	– 1 2¼
Other Tissues, of pure silk, or mixed with other materials	In 1865	„	0 105	„	– 3 7
	In 1866	„	0 86	„	– 2 11
	In 1867	„	0 70	„	– 2 4½
	In 1868	„	0 52	„	– 1 9¼
When either the warp or woof, or the face or reverse of the tissue consist of other material than silk	In 1865	„	0 52	„	– 1 9¼
	In 1867	„	0 43	„	– 1 5½
	In 1868	„	0 35	„	– 1 2¼
Haberdashery, Trimmings, &c.:					
Of pure silk	–	–	As silk wares.		
Of silk mixed with other materials	In 1865	per Pund	0 52	per Lb.	– 1 9¼
	In 1867	„	0 43	„	– 1 5½
	In 1868	„	0 35	„	– 1 2¼
Braces	In 1865	„	0 26	„	– – 10½
Note.—Ready-made clothing, not otherwise named in the tariff, to pay 10 % above the predominating material; but if ornamented with embroidery or lined with silk, 20 % above the predominating material.					

NEW DUTY.—WOVEN MANUFACTURES—Woollen.

TARIFF OF SWEDEN.

			Rdm. öre.		£. s. d.
Woollen Tissues, pure or mixed with Linen or Cotton:					
Blankets, counterpanes, and carpets	In 1865	per Skälpund	0 30	per Cwt.	1 19 11
	In 1867	„	0 25	„	1 13 3
Filtering cloth, called "pressduck"	In 1865	„	0 10	„	– 13 4
Tissues	In 1865	„	1 25	„	8 6 2
	In 1867	„	1 00	„	6 12 11
	In 1868	„	0 75	„	4 19 9
Braces	In 1865	„	0 50	„	3 6 6
Reticules, bags, portfolios, &c.	In 1865	„	0 25	„	1 13 3
Lace and blonde	In 1865	„	1 50	„	9 19 5
	In 1867	„	1 00	„	6 12 11
Haberdashery, as fringes, galloons, cords, cordings, &c., and other such like articles not specially tariffed	In 1865	„	1 25	„	8 6 2
	In 1867	„	1 00	„	6 12 11
	In 1868	„	0 75	„	4 19 9
Knitted gloves, stockings, &c.	In 1865	„	0 75	„	4 19 9
	In 1867	„	0 50	„	3 6 6
Collars and cravats	In 1865	„	0 75	„	4 19 9
Ready-made clothing	–	According to material of which made, with an additional duty of 20 %.			
Articles embroidered	–	The same duty as the stuff upon which embroidered, with an additional duty of 20 %.			

OLD DUTY.—WOVEN MANUFACTURES—Silk—*Continued.*

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
TARIFF OF NORWAY.					
		£. s. d.			
Blondes, Bobbinets, Lace, &c.	per Lb.	1 4 1	- -	33	
			- -	50	
			- -	63	
Velvets, and other tissues with figures or stripes, mixed or not with other textures, or with metal or glass threads	„	- 5 5	- -	34	
			- -	46	
			- -	56	
			- -	67	
Plush and Felt:					
Black	„	- 1 8	- -	30	
Other colours	„	- 5 5	- -	78	
Other Tissues, of pure silk, or mixed with other materials	„	- 5 5	- -	34	
			- -	46	
			- -	56	
			- -	67	15 April 1865.
When either the warp or woof, or the face or reverse of the tissue consist of other material than silk	„	- 3 5	- -	48	
			- -	57	
			- -	65	
Haberdashery, Trimmings, &c.					
Of pure silk	As silk wares.				
Of silk mixed with other materials	per Lb.	- 3 5	- -	48	
			- -	57	
			- -	65	
Braces	„	- 1 7½	- -	46	
Note.—Ready-made clothing, not otherwise named in the tariff, to pay 50 % above the predominating material; but if ornamented with embroidery or lined with silk, 100 % above the predominating material.					

OLD DUTY.—WOVEN MANUFACTURES—Woollen.

TARIFF OF SWEDEN.

Woollen Tissues, pure or mixed with Linen or Cotton:		£. s. d.			
Blankets and carpets	per Cwt.	2 13 2	- -	25	
			- -	37	
Pressduck	„	- 15 11	- -	17	
Tissues	„	9 19 5	- -	17	
			- -	33	
			- -	50	
Braces	„	4 19 9	- -	33	
Reticules, bags, portfolios, &c.	„	3 6 6	- -	50	
Lace and blonde	„	13 5 11	- -	25	
			- -	50	
Haberdashery, as fringes, galloons, cordings, &c., and other such like articles not specially tariffed	„	9 19 5	- -	17	
				33	
				50	15 April 1865.
Knitted gloves, stockings, &c.	„	6 12 11	- -	25	
			- -	50	
Collars and cravats	„	9 19 5	- -	50	
Ready-made clothing	According to the material of which made, with an addition of 50 %		- -	60	
Articles embroidered	The same duty as the stuff upon which embroidered, with an addition of 20 %; but if embroidered with gold or silver, of 100 %.		- -	80 on articles embroidered with gold or silver.	

NEW DUTY.—WOVEN MANUFACTURES—Woollen—*Continued.*

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
TARIFF OF NORWAY.					
Woollen Tissues, &c.:			*Spd. sk.*		£. s. d.
Carpets and blankets	In 1865	per Pund	0 11	per Cwt.	2 1 11
	In 1868	„	0 9	„	1 14 4
Knitted Wares:					
Other kinds (*i.e.* except coarse stockings, jackets, and gloves)	In 1865	„	0 20	„	3 16 4
	In 1868	„	0 17½	„	3 6 9
Lace, tulle, and bobbinets	In 1865	„	0 80	„	15 5 2
	In 1867	„	0 60	„	11 8 10
	In 1868	„	0 44	„	8 7 10
Ribbons and tissues mixed with india-rubber or gutta-percha, and waistbands of the same	In 1865	„	0 17½	„	3 6 9
Tissues, open or transparent	In 1865	„	0 35	„	6 13 6
	In 1867	„	0 30	„	5 14 5
	In 1868	„	0 26½	„	5 1 1
Buttons	In 1865	„	0 26	„	4 19 2
Braces	„	„	0 26	„	4 19 2
Note.—Ready-made clothing, not otherwise named in the tariff, to pay 10% above the predominating material; but if ornamented with embroidery, or lined with silk, 20% above the predominating material.					

NEW DUTY.—METALS UNWROUGHT AND WROUGHT—Iron and Steel.

TARIFF OF SWEDEN.

			Rdm. öre.		£. s. d.
Iron, Cast:					
Cast iron wares, coarse, as padlocks, coffee mills, &c.	In 1865	per Skälpund	0 10	per Cwt.	– 13 4
	In 1867	„	0 08	„	– 10 8
	In 1868	„	0 06	„	– 8 –
Cast iron wares, finer, as bas-reliefs, flower vases, busts, &c. painted, lacquered or not	In 1865	„	0 20	„	1 6 7
	In 1867	„	0 15	„	– 19 11
	In 1868	„	0 10	„	– 13 4
Iron, Wrought:					
Iron safes and bedsteads	In 1865	–	15 % *ad val.*	–	15 % *ad val.*
	In 1868	–	10 % *ad val.*	–	10 % *ad val.*
Nails for shoes	In 1865	per Skälpund	0 03	per Cwt.	– 3 11¾
„ of less than $\frac{1}{6}$-inch long, and all Other Manufactures not particularly specified:					
Polished and lacquered	In 1865	„	0 20	„	1 6 7
	In 1868	„	0 15	„	– 19 11
Unpolished, varnished or not	In 1865	„	0 10	„	– 13 4
	In 1867	„	0 08	„	– 10 8
	In 1868	„	0 06	„	– 8 –
Manufactures of Tin Plate not otherwise specified:					
Unvarnished	In 1865	„	0 15	„	– 19 11
	In 1867	„	0 10	„	– 13 4
Varnished	In 1865	„	0 25	„	1 13 3
	In 1867	„	0 15	„	– 19 11

OLD DUTY.—WOVEN MANUFACTURES—Woollen—*Continued.*

ARTICLES.	ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
TARIFF OF NORWAY.				
Woollen Tissues, &c.:	£. s. d.			
Carpets and blankets	per Cwt. 3 1 –	–	31	15 April 1865.
		–	44	
Knitted Wares:				
Other kinds (*i.e.* except coarse stockings, jackets, and gloves)	„ 4 15 4	–	20	
		–	30	
Lace, bobbinets, and tulle	„ 22 17 9	–	33	
		–	50	
		–	63	
Ribbons and tissues, mixed with india-rubber or gutta-percha	„ 3 16 4	–	12	
Tissues, Open or transparent	„ 7 12 7	–	12	
		–	25	
		–	34	
Buttons	„ 5 14 5	–	13	
Braces	„ 9 3 1	–	46	
Note.—Ready-made clothing, not otherwise named in the tariff, to pay 50% above the predominating material; but if ornamented with embroidery, or lined with silk, 100% above the predominating material.				

OLD DUTY.—METALS UNWROUGHT AND WROUGHT—Iron and Steel.

TARIFF OF SWEDEN.

Iron, Cast:	£. s. d.			
Cast iron wares, coarse, as fire irons, door scrapers, coffee mills, umbrella stacks, padlocks, and spittoons	per Cwt. – 15 11	–	17	15 April 1865.
		–	33	
		–	50	
Cast iron wares, finer, as bas-reliefs, flower vases, busts, fruit dishes, lamps, candlesticks, medallions, paper holders, watch-stands, trays, &c., painted, lacquered or not	„ 1 13 3	–	20	
		–	40	
		–	60	
Iron, Wrought:				
Iron safes and bedsteads	20 % *ad val.*	–	25	
		–	50	
Nails for shoes	per Cwt. – 6 9	–	40	
„ of less than $\frac{1}{6}$-inch long, and all Other Manufactures not particularly specified:				
Polished and lacquered	„ 1 13 3	–	20	
		–	40	
Unpolished, varnished or not	„ – 19 11	–	33	
		–	47	
		–	60	
Manufactures of Tin Plate not otherwise specified:				
Unvarnished	„ 1 13 3	–	40	
		–	60	
Varnished	„ 2 13 2	–	37	
		–	62	

NEW DUTY.—METALS, UNWROUGHT AND WROUGHT—IRON AND STEEL—*Continued.*

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
			Rdm. öre.		£. s. d.
TARIFF OF SWEDEN—*Continued.*					
CUTLERY:					
Razors, with or without cases	In 1865	per Skälpund	0 40	per Cwt.	2 13 2
	In 1867	„	0 30	„	1 19 11
	In 1868	„	0 25	„	1 13 3
Penknives	In 1865	„	0 80	„	5 6 4
	In 1867	„	0 60	„	3 19 9
	In 1868	„	0 50	„	3 6 6
Clasp knives, sailors', and common working knives	In 1865	„	0 10	„	– 13 4
	In 1867	„	0 08	„	– 10 8
	In 1868	„	0 06	„	– 8 –
Table knives and forks, and other sorts not specified:					
With silver, plated, ebony, or ivory handles	In 1865	„	0 80	„	5 6 4
	In 1867	„	0 60	„	3 19 9
	In 1868	„	0 50	„	3 6 6
With handles of any other material	In 1865	„	0 20	„	1 6 7
	In 1867	„	0 15	„	– 19 11
	In 1868	„	0 10	„	– 13 4
Scissors other than tailors' or clothworkers' scissors:					
Unpolished	In 1865	„	0 20	„	1 6 7
	In 1867	„	0 15	„	– 19 11
	In 1868	„	0 10	„	– 13 4
Polished	In 1865	„	0 40	„	2 13 2
	In 1867	„	0 30	„	1 19 11
	In 1868	„	0 25	„	1 13 3
STEEL WARES not specified:					
Unpolished	In 1865	„	0 20	„	1 6 7
	In 1867	„	0 15	„	– 19 11
	In 1868	„	0 10	„	– 13 4
Polished	In 1865	„	0 40	„	2 13 2
	In 1867	„	0 30	„	1 19 11
	In 1868	„	0 25	„	1 13 3
KNITTING PINS	In 1865	„	0 20	„	1 6 7
	In 1867	„	0 15	„	– 19 11
	In 1868	„	0 10	„	– 13 4
PINS AND NEEDLES	In 1865	„	0 25	„	1 13 3
THIMBLES	In 1865	„	0 25	„	1 13 3
	In 1867	„	0 20	„	1 6 7
	In 1868	„	0 15	„	– 19 11
HOOKS AND EYES	In 1865	„	0 25	„	1 13 3
	In 1867	„	0 20	„	1 6 7
	In 1868	„	0 15	„	– 19 11
FISH-HOOKS			Free		Free
INSTRUMENTS:					
Surgical, mathematical, &c.	In 1865	per Skälpund	0 15	per Cwt.	– 19 11

OLD DUTY.—METALS, UNWROUGHT AND WROUGHT—IRON AND STEEL—*Continued.*

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
		TARIFF OF SWEDEN—*Continued.*			
CUTLERY:		£. s. d.			
Razors, with or without cases	per Cwt.	3 6 6	- -	20	
			- -	40	
			- -	50	
Penknives	„	7 8 11	- -	28	
			- -	46	
			- -	55	
Clasp knives, sailors', and common working knives	„	– 19 11	- -	33	
			- -	47	
			- -	60	
Table knives and forks, and other sorts not specified:					
With silver, plated, ebony, or ivory handles	„	6 12 11	- -	20	
			- -	40	
			- -	50	
With handles of any other material	„	1 13 3	- -	20	
			- -	40	
			- -	60	
Scissors other than tailors' or clothworkers' scissors:					
Unpolished	„	1 13 3	- -	20	
			- -	40	
			- -	60	
Polished	„	3 6 6	- -	20	
			- -	40	15 April 1865.
			- -	50	
STEEL WARES not specified:					
Unpolished	„	3 6 6	- -	60	
			- -	70	
			- -	80	
Polished	„	3 6 6	- -	20	
			- -	40	
			- -	50	
KNITTING PINS	„	1 13 3	- -	20	
			- -	40	
			- -	60	
PINS AND NEEDLES	„	2 13 2	- -	37	
THIMBLES	„	2 13 2	- -	37	
			- -	50	
			- -	62	
HOOKS AND EYES	„	3 6 6	- -	50	
			- -	60	
			- -	70	
FISH-HOOKS	-	– 19 11	- -	duty removed	
INSTRUMENTS:					
Surgical, mathematical, &c.	per Cwt.	1 13 3	- -	40	

NEW DUTY.—METALS, UNWROUGHT AND WROUGHT—Iron and Steel—*Continued.*

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
TARIFF OF NORWAY.					
Iron and Steel Wares:			*Spd. sk.*		£. s. d.
Knives and forks, with silver, plated, ivory, or whalebone handles, penknives, and razors, with or without cases	In 1865	per Pund	0 36	per Cwt.	6 17 4
	In 1867	„	0 24	„	4 11 7
	In 1868	„	0 12	„	2 5 9
Wire:					
Iron and steel, up to $\frac{1}{8}$th of an inch thick, plain, coppered, or zinced	In 1865	„	0 01½	„	– 5 9
Iron-wire cables	„	„	0 01½	„	– 5 9
Needles, sewing, embroidery, and darning	In 1865	„	0 25	„	4 15 4
	In 1867	„	0 18	„	3 8 8
	In 1868	„	0 08	„	1 10 6
Thimbles, steels, sword and sabre blades, cork-screws, common knives and forks, polished scissors, locks, snuffers, &c.	In 1865	„	0 07	„	1 6 8
	In 1867	„	0 06	„	1 2 11
	In 1868	„	0 05¼	„	1 – –
Fire-proof chests and copying machines	In 1865	„	0 01	„	– 3 9¾
Articles of plate or sheet iron under $\frac{1}{8}$th of an inch thick:					
Lacquered	In 1865	„	0 09	„	1 14 4
	In 1867	„	0 08	„	1 10 6
	In 1868	„	0 05¼	„	1 – –
Enamelled or varnished	In 1865	„	0 05¼	„	1 – –
Tinned or zinced, painted or not	In 1865	„	0 05	„	– 19 1
	In 1867	„	0 04	„	– 15 3
	In 1868	„	0 03½	„	– 13 4
Iron wares:					
Gilt, silvered, or plated	In 1865	„	0 10½	„	2 – 1
Polished	In 1865	„	0 07	„	1 6 8
	In 1867	„	0 06	„	1 2 11
	In 1868	„	0 05¼	„	1 – –
Fish-hooks, including artificial flies and baits	In 1865	„	0 03	„	– 11 5
	In 1867	„	0 02	„	– 7 8
	In 1868		Free		Free
Hooks and eyes, pins, and hair-pins	In 1865	per Pund	0 08	per Cwt.	1 10 6
False jewellery, with or without mixture of other materials, as bracelets, chains, breastpins, &c.	„	„	0 12	„	2 5 9
Pens	„	„	0 09	„	1 14 4
Beads	„	„	0 17½	„	3 6 9
Arms and Ammunition:					
Fire-arms and pistols	„	„	0 08	„	1 10 6
Swords and sabres	„	„	0 08	„	1 10 6

OLD DUTY.—METALS, UNWROUGHT AND WROUGHT—IRON AND STEEL—*Continued.*

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
TARIFF OF NORWAY.					
IRON AND STEEL WARES:		£. s. d.			
Knives and forks, with silver, plated, ivory, or whalebone handles, penknives, and razors, with or without cases	per Cwt.	9 3 1	- -	25	
			- -	50	
			- -	75	
Wire:					
Iron or steel, up to $\frac{1}{8}$th of an inch thick, plain, coppered, or zinced	„	– 7 8	- -	25	
Iron-wire cables	„	– 7 8	- -	25	
Needles, sewing, embroidery, and darning	„	6 2 1	- -	22	
			- -	44	
			- -	75	
Thimbles, steels, sword and sabre blades, cork-screws, common knives and forks, polished scissors, locks, snuffers, &c.	„	1 10 6	- -	12	
			- -	25	
			- -	34	
Fire-proof chests and copying machines	„	– 7 8	- -	50	
Articles of plate or sheet iron under $\frac{1}{8}$th of an inch thick:					
Lacquered	„	1 18 2	- -	10	
			- -	20	
			- -	47	
Enamelled or varnished	„	1 2 11	- -	12	
Tinned or zinced, painted or not	„	1 2 11	- -	17	
			- -	33	
			- -	42	15 April 1865.
Iron wares:					
Gilt, silvered, or plated	„	5 14 5	- -	65	
Polished	„	1 10 6	- -	12	
			- -	25	
			- -	34	
Fish-hooks	„	– 15 3	- -	25	
			- -	50	
			- -	Free.	
Hooks and eyes, pins, and hair-pins	„	1 18 2	- -	20	
False jewellery, with or without mixture of other materials, as bracelets, chains, breastpins, &c.	„	9 3 1	- -	75	
Pens	„	3 8 8	- -	50	
Beads	„	18 6 3	- -	82	
ARMS AND AMMUNITION:					
Fire-arms and pistols	„	2 17 3	- -	47	
Swords and sabres	„	4 11 7	- -	67	

NEW DUTY.—METALS, UNWROUGHT AND WROUGHT—Copper and Brass.

TARIFF OF SWEDEN.

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY		ENGLISH MEASURES and MONEY.	
			Rdm. öre.		£. *s.* *d.*
Copper:					
Wares: Not polished	In 1865	per Skälpund	0 15	per Cwt.	– 19 11
Polished	„	„	0 30	„	1 19 11
Saddlers' nails	In 1865	„	0 25	„	1 13 3
	In 1867	„	0 20	„	1 6 7
	In 1868	„	0 15	„	– 19 11
Copper and Brass:					
Wire, gilt, silvered, or plated	In 1865	„	1 00	„	6 12 11
Pins	„	„	0 25	„	1 13 3

TARIFF OF NORWAY.

			Spd. sk.		£. *s.* *d.*
Brass and Copper:					
Sheets, plated or silvered	In 1865	per Pund	0 10½	per Cwt.	2 – 1
Buttons, plain or mixed with other materials	„	„	0 12	„	2 5 9
Wire-gauze and other articles of wire, mixed or not with other materials	„	„	0 5¼	„	1 – –
Bells, door ornaments, taps, flat candlesticks, &c.	In 1865	„	0 8	„	1 10 6
	In 1867	„	0 6	„	1 2 11
	In 1868	„	0 5¼	„	1 – –
Thimbles, watch-keys, rings, hooks, knobs, &c.	In 1865	„	0 10	„	1 18 2
	In 1867	„	0 7	„	1 6 8
	In 1868	„	0 5¼	„	1 – –
Wares: Gilt, silvered or plated	In 1865	„	0 10½	„	2 – 1
Polished, bronzed, or varnished	In 1865	„	0 10	„	1 18 2
	In 1867	„	0 7	„	1 6 8
	In 1868	„	0 5¼	„	1 – –
Other kinds	In 1865	„	0 8	„	1 10 6
	In 1867	„	0 6	„	1 2 11
	In 1868	„	0 5¼	„	1 – –

NEW DUTY.—METALS, UNWROUGHT AND WROUGHT—Lead and Lead Wares.

TARIFF OF SWEDEN.

			Rdm. öre.		£. *s.* *d.*
Lead Wares:					
Not painted nor varnished	In 1865	per Skälpund	0 03	per Cwt.	– 3 11¾
Painted or varnished	„	„	0 15	„	– 19 11
White Lead	In 1865	„	0 04	„	– 5 4
	In 1867	„	0 03	„	– 3 11¾
Litharge	In 1865	–	Free	–	Free

TARIFF OF NORWAY.

			Spd. sk.		£. *s.* *d.*
Lead, white lead, red lead, and litharge	In 1865	per Pund	0 1	per Cwt.	– 3 9¾

OLD DUTY.—METALS, UNWROUGHT AND WROUGHT—Copper and Brass.

TARIFF OF SWEDEN.

ARTICLES.	ENGLISH MEASURES and MONEY.	£. s. d.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
Copper:					
Wares: Not polished	per Cwt.	1 6 7	-	25	15 April 1865.
Polished	„	3 6 6	-	40	
Saddlers' nails	„	1 19 11	-	17 33 50	
Copper and Brass:					
Wire, gilt, silvered, or plated	„	8 6 2	-	20	
Pins	„	2 13 2	-	37	

TARIFF OF NORWAY.

Brass and Copper:		£. s. d.			
Sheets, plated or silvered	per Cwt.	3 1 –	-	34	15 April 1865.
Buttons, plain or mixed with other materials	„	2 17 3	-	20	
Wire-gauze and other articles of wire, mixed or not with other materials	„	3 1 –	-	67	
Bells, door ornaments, taps, flat candlesticks, &c.	„	1 18 2	- - -	20 40 47	
Thimbles, watch-keys, rings, hooks, knobs, &c.	„	2 17 3	- - -	33 53 65	
Wares: Gilt, silvered or plated	„	5 14 5	-	65	
Polished, bronzed, or varnished	„	2 17 3	- - -	33 53 65	
Other kinds	„	1 18 2	- - -	20 40 47	

OLD DUTY.—METALS, UNWROUGHT AND WROUGHT—Lead and Lead Wares.

TARIFF OF SWEDEN.

Lead Wares:		£. s. d.			
Not painted nor varnished	per Cwt.	– 6 8	-	40	15 April 1865.
Painted or varnished	„	1 6 7	-	25	
White Lead	„	– 6 8	- -	20 40	
Litharge	„	– 2 8	-	(Duty removed.)	

TARIFF OF NORWAY.

		£. s. d.			
Lead, white lead, red lead, and litharge	per Cwt.	– 5 9	-	33	15 April 1865.

NEW DUTY.—METALS, UNWROUGHT AND WROUGHT—Tin.

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
TARIFF OF SWEDEN.					
Tin Wares:			*Rdm. öre.*		£. *s.* *d.*
Wrought, new, not varnished	In 1865	per Skälpund	0 20	per Cwt.	1 6 7
	In 1868	„	0 15	„	– 19 11
Varnished or painted	In 1865	„	0 35	„	2 6 6
	In 1868	„	0 30	„	1 19 11
TARIFF OF NORWAY.					
Tin:			*Spd. sh.*		£. *s.* *d.*
Pipes or tubes			Free		Free
In sheets (tinfoil)	In 1865	per Pund	0 7	per Cwt.	1 6 8
	In 1867	„	0 6	„	1 2 11
	In 1868	„	0 5¼	„	1 – –
Tin wares, gilt, silvered, or plated	In 1865	„	0 10½	„	2 – 1
„ other kinds	In 1865	„	0 10	„	1 18 2
	In 1867	„	0 8	„	1 10 6
	In 1868	„	0 5¼	„	1 – –

NEW DUTY.—METALS, UNWROUGHT AND WROUGHT—Zinc.

TARIFF OF SWEDEN.					
Zinc Wares:			*Rdm. öre.*		£. *s.* *d.*
Wrought, not painted and not varnished	In 1865	per Skälpund	0 03	per Cwt.	– 3 11¾
Painted or varnished	„	„	0 15	„	– 19 11
Gilt, silvered, or plated	In 1865	„	0 50	„	3 6 6
	In 1867	„	0 40	„	2 13 2
	In 1868	„	0 30	„	1 19 11
TARIFF OF NORWAY.					
Zinc:			*Spd. sh.*		£. *s.* *d.*
Zinc wares, gilt, silvered, or plated	In 1865	per Pund	0 10½	per Cwt.	2 – 1
„ bronzed, varnished, lacquered, or painted	„	„	0 5¼	„	1 – –

OLD DUTY.—METALS, UNWROUGHT AND WROUGHT—Tin.

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
TARIFF OF SWEDEN.					
Tin Wares:		£. s. d.			
Wrought, new, not varnished or painted	per Cwt.	1 13 3	- -	20	15 April 1865.
			- -	40	
Varnished or painted	„	2 13 2	- -	12	
			- -	25	
TARIFF OF NORWAY.					
Tin:		£. s. d.			
Pipes or tubes	per Cwt.	– 9 6	- (Duty removed).		15 April 1865.
In sheets (tinfoil)	„	1 10 6	- -	12	
			- -	25	
			- -	34	
Tin wares, gilt, silvered, or plated	„	5 14 5	- -	65	
„ other kinds	„	2 5 9	- -	17	
			- -	33	
			- -	56	

OLD DUTY.—METALS, UNWROUGHT AND WROUGHT—Zinc.

TARIFF OF SWEDEN.					
Zinc Wares:		£. s. d.			
Wrought, not painted, or varnished	per Cwt.	– 9 4	- -	57	15 April 1865.
Painted or varnished	„	1 6 7	- -	25	
Gilt, silvered, or plated	„	4 19 9	- -	33	
			- -	47	
			- -	60	
TARIFF OF NORWAY.					
Zinc:		£. s. d.			
Zinc wares, gilt, silvered, or plated	per Cwt.	5 14 5	- -	65	15 April 1865.
„ bronzed, varnished, lacquered, or painted	„	1 2 11	-	12	

NEW DUTY.—METALS, UNWROUGHT AND WROUGHT—Gold and Silver Wares.

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
TARIFF OF SWEDEN.					
			Rdm. öre.		£. *s.* *d.*
Gold Wares	In 1865	per Ort	0 05	per Oz. Troy	– – 4 90
Gold Leaf:					
Genuine, imitation, and powder	„	„	0 01	„	– – – 98
Gold and Silver Wire, and lace, fringes, braids, &c. of all kinds	„	„	0 01	„	– – – 98
Silver Wares:					
Gilt, or not	„	„	0 03	„	– – 2 93
TARIFF OF NORWAY.					
			Spd. sk.		
Wire-drawers' Work of Gold or Silver, also wire, spangles, cords, &c, pure or imitation	In 1865	per Pund	0 35	per Oz. Troy	– – – 98
Gold and Silver Wares (except pressed or unpolished)	„	per Lod.	0 $3\frac{1}{3}$	„	– – 3

NEW DUTY.—HIDES, SKINS, AND LEATHER, Unwrought and Wrought.

TARIFF OF SWEDEN.					
			Rdm. öre.		£. *s.* *d.*
Dressed Leather:					
Sole leather, tawed, and chamois leather	In 1865	per Skälpund	0 15	per Cwt.	– 19 11
	In 1868	„	0 10	„	– 13 4
Other kinds, including lacquered hides and skins	In 1865	„	0 30	„	1 19 11
	In 1868	„	0 20	„	1 6 7
Saddlery, not specified, gilt, silvered, or plated	In 1865	„	0 40	„	2 13 2
	In 1868	„	0 25	„	1 13 3
Other kinds	In 1865	„	0 30	„	1 19 11
	In 1868	„	0 20	„	1 6 7
Shoemakers' Wares:					
Of silk	In 1865	„	1 00	„	6 12 11
Of other tissue, and of Morocco, Russia, dyed, pressed, or printed skins	„	„	0 60	„	3 19 9
Other kinds	„	„	0 40	„	2 13 2
Leather Gloves	„	„	1 00	„	6 12 11
Skins cut for gloves	„	„	0 30	„	1 19 11
Leather Wares, not specified	„	Same duty as Leather, of which principally made, with an addition of 20 %.			

OLD DUTY.—METALS, UNWROUGHT AND WROUGHT—Gold and Silver Wares.

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
TARIFF OF SWEDEN.					
		£. s. d.			
Gold Wares	per Oz. Troy	– 4 –90	– –	90	15 April 1865.
Gold Leaf:					
Genuine	„	– – 3 91	– –	75	
Imitation	„	– – –98	—	—	
Powder	„	– – 1 96	– –	50	
Gold Wire-drawers' Work of Gold or Silver:					
Lace and Epaulettes:					
Genuine, or partly so	„	– – 5 88	– –	82	
Imitation	„	– – 1 96	– –	50	
Fringes, Braids, &c.:					
Genuine, or partly so	„	– 1 3 64	– –	94	
Imitation	„	– – 7 52	– –	87	
Gold or Silver Wire	„	– – 11 76	– –	91	
Silver Wares:					
Gilt, or not	„	– – 6 86	– –	57	
TARIFF OF NORWAY.					
		£. s. d.			
Wire-drawers' Work of Gold or Silver, also wire, spangles, cords, &c., wholly or partly genuine	per Oz. Troy	– – 6 72	– –	85	15 April 1865.
„ „ „ imitation	„	– – 1 12	– –	12	
Gold and Silver Wares (except pressed or unpolished)	„	– – 5 40	– –	44	

OLD DUTY.—HIDES, SKINS, AND LEATHER, Unwrought and Wrought.

TARIFF OF SWEDEN.					
		£. s. d.			
Dressed Leather:					
Sole leather, tawed, and chamois leather	per Cwt.	1 13 3	– –	40	15 April 1865.
			– –	60	
Other kinds, including lacquered hides and skins	„	2 13 2	– –	25	
			– –	50	
Saddlery, not specified, gilt, silvered, or plated, or silver mounted	„	4 19 9	– –	46	
			– –	66	
Other kinds	„	3 6 6	– –	40	
			– –	60	
Shoemakers' Wares:					
Of silk	„	19 18 10	– –	66	
Of other tissue, and of Morocco, Russia, dyed, pressed, or printed skins	„	13 5 11	– –	70	
Other kinds	„	8 6 2	– –	68	
Leather Gloves	„	19 18 10	– –	66	
Skins cut for gloves	„	9 19 5	– –	80	
Leather Wares, not specified	–	Same duty as Leather, of which principally made, with an addition of 50 %.			

NEW DUTY.—HIDES, SKINS, AND LEATHER—Unwrought and Wrought—*Continued.*

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
TARIFF OF NORWAY.					
Hides, Skins, and Leather:			*Spd. sk.*		£. s. d.
Tanned, including sole leather	In 1868	per Pund	0 3½	per Cwt.	– 13 4
Morocco and Cordovan, shagreen, and parchment, dyed, bronzed, gilt, silvered, pressed, painted or printed	In 1865	„	0 7	„	1 6 8
Yellow and black leather, including smooth and varnished leather, also varnished skins, leather dressed in train oil, tawed or lacquered, chamois and Russia leather	„	„	0 7	„	1 6 8
Leather Wares:					
Gloves	„	„	0 35	„	6 13 6
Shoemakers' Work:					
Wholly or partly of silk	„	„	0 35	„	6 13 6
„ Of other tissues, of Morocco, Cordovan, lacquered or dyed skins, &c.	In 1865	„	0 30	„	5 14 5
	In 1868	„	0 21½	„	4 2 –
„ Of other kinds of skins	In 1865	„	0 20	„	3 16 4
	In 1868	„	0 14	„	2 13 5
Saddles, harness, carriage wrappers, whips and trusses	In 1865	„	0 12	„	2 5 9
	In 1868	„	0 9	„	1 14 4
Pocket books, portfolios, purses, cigar cases, portmanteaus, &c.	In 1865	„	0 30	„	5 14 5
	In 1868	„	0 12	„	2 5 9
Note.—Articles not specified in the tariff to pay 10 % above the duty of the leather of which they are manufactured.					

NEW DUTY.—INDIA-RUBBER AND GUTTA-PERCHA.

TARIFF OF SWEDEN.					
Tapes and Ribbons mixed with India-rubber	In 1865	per Skälpund	*Rdm. öre.* 0 60	per Cwt.	3 19 9
	In 1867	„	0 50	„	3 6 6
Manufactures of India-rubber and gutta-percha not specially tariffed	In 1865	„	0 40	„	2 13 2
TARIFF OF NORWAY.					
India-rubber and gutta-percha in sheets, soles, cords, straps, &c.	In 1865	per Pund	*Spd. sk.* 0 3	per Cwt.	£. s. d. – 11 5
Bands, ribbons and tissues of India-rubber or gutta-percha mixed with other materials	„	„	0 17½	„	3 6 9
Other kinds	„	„	0 14	„	2 13 5

OLD DUTY.—HIDES, SKINS AND LEATHER—UNWROUGHT AND WROUGHT—*Continued.*

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
- - - - - - - - - - - TARIFF OF NORWAY.					
HIDES, SKINS, AND LEATHER:		£. s. d.			
Tanned, including sole leather - -	- per Cwt. -	- 19 1	- -	30	
Morocco and Cordovan, shagreen, and parchment, dyed, bronzed, gilt, silvered, pressed, painted, or printed - - -	- „ -	3 16 4	- -	65	
Yellow and black leather, including smooth and varnished leather, also varnished skins, leather dressed in train oil, tawed or lacquered, chamois and Russia leather - - - - - - - -	- „ -	1 18 2	- -	30	
LEATHER WARES:					
Gloves - - - - - - - - -	- „ -	20 12 -	- -	68	
Shoemakers' Work:					15 April 1865.
Wholly or partly of silk - - -	- „ -	19 1 6	- -	65	
„ Of other tissues, of Morocco, Cordovan, lacquered or dyed skins, &c. - -	- „ -	11 8 11	- - - -	50 64	
„ Of other kinds of skins -	- „ -	5 14 5	- - - -	33 53	
Saddles, harness, carriage wrappers, whips and trusses - - - - - -	- „ -	3 8 8	- - - -	33 50	
Pocket books, portfolios, purses, cigar cases, portmanteaus, &c. - - - -	- „ -	9 3 1	- - - -	37 75	
Note.—Articles not specified in the tariff to pay 50 % above the duty of the leather of which they are manufactured.					

- - - - OLD DUTY.—INDIA-RUBBER AND GUTTA-PERCHA.

- - - - - - - - - - - TARIFF OF SWEDEN.					
		£. s. d.			
TAPES AND RIBBONS mixed with India-rubber -	- per Cwt. -	4 19 9	- - - -	20 33	15 April 1865.
MANUFACTURES of India-rubber and gutta-percha not specially tariffed - - - - - -	- „ -	3 6 6	- -	20	
- - - - - - - - - - - TARIFF OF NORWAY.					
		£. s. d.			
INDIA-RUBBER and gutta-percha in sheets, soles, cords, and straps, &c. - - - - - -	- per Cwt. -	1 10 6	- -	62	
Bands, ribbons and tissues of India-rubber or gutta-percha mixed with other materials -	- „ -	3 16 4	- -	12	15 April 1865.
Other kinds - - - - - - - -	- „ -	3 8 8	- -	22	

NEW DUTY.—EARTHENWARE AND PORCELAIN.

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
			Rdm. öre.		£. *s. d.*
TARIFF OF SWEDEN.					
Earthenware, glazed or painted, also terra cotta and terralith	In 1865	per Skälpund	0 03	per Cwt.	– 3 11¾
Stoneware, or Chinaware, white, or of one colour, not painted:					
Plates	„	„	0 03	„	– 3 11¾
Other kinds	In 1865	„	0 07	„	– 9 4
	In 1866	„	0 06	„	– 8 –
	In 1868	„	0 05	„	– 6 8
„ Painted or printed:					
Plates	In 1865	„	0 06	„	– 8 –
Other kinds	In 1865	„	0 12	„	– 15 11
	In 1866	„	0 10	„	– 13 4
	In 1868	„	0 08	„	– 10 8
Porcelain, white, of one colour, and biscuit	In 1865	„	0 10	„	– 13 4
„ gilt, or painted with figures or flowers	„	„	0 20	„	1 6 7
TARIFF OF NORWAY.					
			Spd. sk.		£. *s. d.*
Earthenware and Porcelain:					
Chinaware (crockery), gilt or silvered	In 1865	per Pund	0 3½	per Cwt.	– 13 4
„ other kinds	In 1865	„	0 2½	„	– 9 6
	In 1868	„	0 2	„	– 7 8
Porcelain, white	In 1865	„	0 3½	„	– 13 4
„ ther kinds	In 1865	„	0 8	„	1 10 6
	In 1868	„	0 7	„	1 6 8

NEW DUTY.—GLASS AND GLASS WARES.

TARIFF OF SWEDEN.

			Rdm. öre.		£. *s. d.*
Window Glass	In 1865	per Skälpund	0 03	per Cwt.	– 3 11¾
Chandeliers	„	„	0 05	„	– 6 8
Optical Glasses, not set	–	–	Free	–	Free
Mirror Glass, polished, not silvered	In 1865	per Skälpund	0 05	per Cwt.	– 6 8
„ „ silvered	„	„	0 10	„	– 13 4
Other wares, including decanters and pressed or polished flasks	„	„	0 15	„	– 19 11
Looking-glasses, common, and reflectors	„	„	0 10	„	– 13 4

OLD DUTY.—EARTHENWARE AND PORCELAIN.

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
TARIFF OF SWEDEN.					
Earthenware, glazed or painted, also terra cotta and terralith	per Cwt.	£. s. d. – 13 4	–	70	15 April 1865.
Stoneware, or Chinaware, white, or of one colour, not painted;					
Plates	„	– 5 4	–	25	
Other kinds	„	– 10 8	–	12	
			–	25	
			–	37	
„ Painted or printed:					
Plates		– 10 8	–	25	
Other kinds		– 19 11	–	20	
			–	33	
			–	46	
Porcelain, white, or of one colour, and biscuit		1 6 7	–	50	
„ gilt, or painted with figures or flowers	„	2 13 2	–	50	
TARIFF OF NORWAY.					
Earthenware and Porcelain:		£. s. d.			
Chinaware (crockery), gilt or silvered	per Cwt.	– 19 1	–	30	15 April 1865.
„ other kinds	„	– 9 6	—	—	
			–	20	
Porcelain, white	„	– 19 1	–	30	
„ other kinds	„	1 18 2	–	20	
			–	30	

OLD DUTY.—GLASS AND GLASS WARES.

TARIFF OF SWEDEN.

		£. s. d.			
Window Glass	per Cwt.	– 5 4	–	25	15 April 1865.
Chandeliers	„	– 15 11	–	58	
Optical Glasses, set or not	„	1 13 3	–	(Duty removed.)	
Mirror Glass, polished, not silvered	„	– 10 8	–	37	
„ silvered	„	1 3 11	–	44	
Other wares, including decanters and pressed or polished flasks	„	1 6 7	–	25	
Looking-glasses, common, and reflectors	„	1 13 3	–	60	

NEW DUTY.—GLASS AND GLASS WARES—*Continued.*

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
TARIFF OF NORWAY.					
GLASS WARES:			*Spd. sk.*		£. s. d.
Plate-glass, silvered	In 1865	per Pund	0 6	per Cwt.	1 2 11
	In 1867	„	0 4	„	– 15 3
	In 1868	„	0 3½	„	– 13 4
„ not silvered, but cut	In 1865	„	0 6	„	1 2 11
	In 1867	„	0 4	„	– 15 3
	In 1868	„	0 2	„	– 7 8
Plate or sheet, coloured, gilt, varnished, engraved, unpolished, or figured	In 1865	„	0 3	„	– 11 5
	In 1868	„	0 2	„	– 7 8
„ other kinds	In 1865	„	0 1½	„	– 5 9
	In 1868	„	0 1	„	– 3 10
Optical and burning-glasses, not mounted			Free		Free
Glass beads	In 1865	per Pund	0 5¼	per Cwt.	1 – –
Other glass wares, coloured, gilt, silvered, or mixed with metals	In 1865	„	0 9	„	1 14 4
	In 1867	„	0 6	„	1 2 11
	In 1868	„	0 5¼	„	1 – –
Other kinds	In 1865	„	0 6	„	1 2 11
	In 1868	„	0 5¼	„	1 – –
Mirrors and looking-glasses	In 1865	„	0 6	„	1 2 11
	In 1867	„	0 5	„	– 19 1
	In 1868	„	0 3½	„	– 13 4

NEW DUTY.—CHEMICALS—(SWEDEN AND NORWAY).

						£. s. d.
Alkali — Soda, caustic	Sweden	In 1865	–	Free	–	Free
Alkali — Soda	Norway	„	–	Free	–	Free
Arsenic (White)*	Sweden	„	–	Free	–	Free
Bleaching Materials — Chloride of lime	Sweden	„	per Skälpund	0 *Rdm.* 01 *öre*	per Cwt.	– 1 4
Bleaching Materials — Potash	Norway	„	–	Free	–	Free
Borax	Sweden	„	–	Free	–	Free
	Norway	„	–	Free	–	Free
Brimstone, &c.	Sweden	„	–	Free	–	Free
	Norway	„	–	Free	–	Free
Copperas — Green	Sweden	„	–	Free	–	Free
	Norway	„	–	Free	–	Free
Copperas — Blue	Sweden	„	–	Free	–	Free
	Norway	„	–	Free	–	Free
Copperas — White	Sweden	„	–	Free	–	Free
	Norway	„	–	Free	–	Free
Salamoniac	Sweden	„	–	Free	–	Free
	Norway	„	–	Free	–	Free
Saltpetre (common)	Norway	„	–	Free	–	Free
Perfumery — Scented soap	Sweden	In 1865	per Skälpund	0 *Rdm.* 30 *öre*	per Cwt.	1 19 11
		In 1867	„	0 „ 20 „	„	1 6 7
		In 1868	„	0 „ 12 „	„	– 15 11
	Norway	In 1865	per Pund	0 *Spd.* 4½ *sk.*	„	– 17 2
Perfumery — Pomatum	Sweden	„	per Skälpund	0 *Rdm.* 15 *öre*	„	– 19 11
	Norway	„	per Pund	0 *Spd.* 5¼ *sk.*	„	1 – –
Perfumery — Rouge	Norway	„	„	0 „ 3 „	„	– 11 5

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OLD DUTY.—GLASS AND GLASS WARES—*Continued.*

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
TARIFF OF NORWAY.					
Glass Wares:		£. s. d.			
Plate-glass, silvered	per Cwt.	1 10 6	- -	25	15 April 1865.
			- -	50	
			- -	56	
„ not silvered, but cut	„	1 10 6	- -	25	
			- -	50	
			- -	75	
Plate or sheet, coloured, gilt, varnished, engraved, unpolished, or figured	„	– 15 3	- -	25	
			- -	50	
„ other kinds	„	– 7 8	- -	25	
			- -	50	
Optical and burning-glasses, not mounted	„	3 16 4	- (Duty removed.)		
Glass beads	„	2 13 5	- -	62	
Other glass wares, coloured, gilt, silvered, or mixed with metals	„	2 5 9	- -	25	
			- -	50	
			- -	56	
Other kinds	„	1 10 6	- -	25	
			- -	34	
Mirrors and looking-glasses	„	1 10 6	- -	25	
			- -	37	
			- -	56	

OLD DUTY.—CHEMICALS—(Sweden and Norway).

		£. s. d.			
Alkali — Soda, caustic — Sweden	-	5 % *ad val.*	- (Duty removed.)		15 April 1865.
Alkali — Soda — Norway	per Cwt.	– – 11½	- (Duty removed.)		
Arsenic (White)* — Sweden	„	– 2 8	- (Duty removed.)		
Bleaching Materials — Chloride of lime — Sweden	„	– 2 8	- -	50	
Bleaching Materials — Potash — Norway	„	– 3 9¾	- (Duty removed.)		
Borax — Sweden	„	– 5 4	- (Duty removed.)		
Borax — Norway	„	– 7 8	- (Duty removed.)		
Brimstone, &c. — Sweden	„	– 2 8	- (Duty removed.)		
Brimstone, &c. — Norway	„	– 1 3¼	- (Duty removed.)		
Copperas — Green — Sweden	„	– 1 4	- (Duty removed.)		
Copperas — Green — Norway	„	– – 11½	- (Duty removed.)		
Copperas — Blue — Sweden	„	– 3 11¾	- (Duty removed.)		
Copperas — Blue — Norway	„	– 5 9	- (Duty removed.)		
Copperas — White — Sweden	„	– 3 11¾	- (Duty removed.)		
Copperas — White — Norway	„	– 1 11	- (Duty removed.)		
Salamoniac — Sweden	„	– 3 11¾	- (Duty removed.)		
Salamoniac — Norway	„	– 7 8	- (Duty removed.)		
Saltpetre (common) — Norway	„	– 1 11	- (Duty removed.)		
Perfumery — Scented soap — Sweden	„	3 6 6	- -	40	
			- -	60	
			- -	76	
Perfumery — Scented soap — Norway	„	2 17 3	- -	70	
Perfumery — Pomatum — Sweden	„	3 6 6	- -	70	
Perfumery — Pomatum — Norway	„	4 11 7	- -	78	
Perfumery — Rouge — Norway	„	3 1 –	- -	81	

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NEW DUTY.—PAPER, STATIONERY, AND BOOKS.

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
			Rdm. öre.		£. *s.* *d.*
TARIFF OF SWEDEN.					
PAPER:					
Packing, Waste, and paper for cigarettes, and rough draughts and emery paper	In 1865	per Skälpund	0 01	per Cwt.	– 1 4
Blotting paper, grey or coloured, paper for printing, and paper for paper-hangings	In 1865	- „ -	0 05	- „ -	– 6 8
	In 1868	- „ -	0 04	- „ -	– 5 4
Other paper (including lining paper)	In 1865	- „ -	0 12	- „ -	– 15 11
	In 1867	- „ -	0 10	- „ -	– 13 4
	In 1868	- „ -	0 08	- „ -	– 10 8
ENVELOPES for letters	In 1865	- „ -	0 15	- „ -	– 19 11
	In 1866	- „ -	0 12	- „ -	– 15 11
	In 1868	- „ -	0 10	- „ -	– 13 4
ARTICLES OF PASTEBOARD:					
Not lacquered	In 1865	- „ -	0 25	- „ -	1 13 3
	In 1866	- „ -	0 20	- „ -	1 6 7
	In 1868	- „ -	0 15	- „ -	– 19 11
Lacquered, including works of papier mâché	In 1865	- „ -	0 35	- „ -	2 6 6
	In 1866	- „ -	0 30	- „ -	1 19 11
	In 1868	- „ -	0 25	- „ -	1 13 3
PAPERHANGINGS and borders	In 1865	- „ -	0 12	- „ -	– 15 11
	In 1867	- „ -	0 10	- „ -	– 13 4
	In 1868	- „ -	0 08	- „ -	– 10 8
PRINTS and ENGRAVINGS, cartes de visite, and embroidery patterns	In 1865	- „ -	0 12	- „ -	– 15 11
	In 1867	- „ -	0 10	- „ -	– 13 4
	In 1868	- „ -	0 08	- „ -	– 10 8
BOOKS, blank or ruled, bound	In 1865	- - -	20 % above the duty on Paper		- - -
INK, writing	In 1865	per Skälpund	0 05	per Cwt.	– 6 8
„ printing	In 1865	- „ -	0 03	- „ -	– 3 11¾
PENCILS, blacklead	In 1865	- „ -	0 15	- „ -	– 19 11
SEALING-WAX	In 1865	- „ -	0 20	- „ -	1 6 7
TARIFF OF NORWAY.					
PAPER:			*Spd.* *sk.*		£. *s.* *d.*
Writing, drawing and unruled note paper, and generally all paper fit for writing or drawing, white or partly coloured, sized, oiled, &c., parchment and slips of paper for telegrams	In 1865	per Pund -	0 4	- per Cwt. -	– 15 3
	In 1867	- „ -	0 3½	- „ -	– 13 4
	In 1868	- „ -	0 2⅖	- „ -	– 10 8
Printing paper, and all those not included in the foregoing class, white, coloured in the mass, and draft and filter paper	In 1865	- „ -	0 2	- „ -	– 7 8
	In 1867	- „ -	0 1½	- „ -	– 5 9
	In 1868	- „ -	0 1	- „ -	– 3 10
Coloured, including paperhangings, prints, embroidery patterns, visiting cards, envelopes, tickets, labels, printed forms, lithographs, playing cards, &c. &c.	In 1865	- „ -	0 4	- „ -	– 15 3
	In 1867	- „ -	0 3⅓	- „ -	– 13 4
	In 1868	- „ -	0 2⅖	- „ -	– 10 8
Articles made of paper and cardboard, as well as papier mâché wares	In 1865	- „ -	0 12	- „ -	2 5 9
	In 1867	- „ -	0 10	- „ -	1 18 2
	In 1868	- „ -	0 9	- „ -	1 14 4
PORTFOLIOS, &c., of oil-cloth or canvas	In 1865	- „ -	0 30	- „ -	5 14 5
	In 1868	- „ -	0 12	- „ -	2 5 9
INK, printing	In 1865	- „ -	0 1	- „ -	– 3 10
SEALING-WAX	„	- „ -	0 7	- „ -	1 6 8
PENCILS	„	- „ -	0 5¼	- „ -	1 – –
CHALK for drawing	„	- - -	- Free -	- - -	- Free -

OLD DUTY.—PAPER, STATIONERY, AND BOOKS.

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
TARIFF OF SWEDEN.					
PAPER:					
Packing, blotting, Waste, printing, unsized, lining, and emery paper	per Cwt.	£. s. d. – 8 –	(New classification.)		
Writing, copying, and other sorts of white paper, not specified	„	– 15 11	„		
Letter paper of all kinds	„	– 19 11	„		
Coloured, pressed, glazed, printed, figured, silvered or gilt	„	1 3 11	„		
ARTICLES OF PAPER OR CARDBOARD:					
Not lacquered	„	2 13 2	–	38	15 April 1865.
			–	50	
			–	62	
Lacquered, including works of papier mâché	„	4 6 5	–	46	
			–	54	
			–	61	
PAPERHANGINGS and borders	„	2 13 2	–	70	
			–	75	
			–	80	
PRINTS and ENGRAVINGS, cartes de visite, and embroidery patterns	„	1 3 11	–	33	
			–	44	
			–	55	
BOOKS, blank or ruled, bound	50 % above the duty on Paper		–	60	
INK, writing	per Pint	– – 1½	From measure to weight.		
„ printing	per Cwt.	– 13 4	–	70	
PENCILS, blacklead	„	3 6 6	–	70	
SEALING-WAX	„	2 13 2	–	50	
TARIFF OF NORWAY.					
PAPER:		£. s. d.			
Writing, drawing and unruled note paper, and generally all paper fit for writing or drawing, white or partly coloured, sized, oiled, &c., parchment, and slips of paper for telegrams	per Cwt.	– 19 1	–	20	15 April 1865.
			–	30	
			–	44	
Printing paper, and all those not included in the foregoing class, white, coloured in the mass, and draft and filter paper	„	– 7 8	—	—	
			–	25	
			–	50	
Coloured, including paperhangings, prints, embroidery patterns, visiting cards, envelopes, tickets, labels, printed forms, lithographs, playing cards, &c. &c.	„	1 10 6	–	50	
			–	56	
			–	65	
Articles made of paper and cardboard, as well as papier mâché wares	„	4 11 7	–	50	
			–	58	
			–	62	
PORTFOLIOS, &c., of oil-cloth or canvas	„	5 14 5	—	—	
			–	60	
INK, printing	„	– 11 5	–	67	
SEALING-WAX	„	2 5 9	–	42	
PENCILS	„	3 1 –	–	67	
CHALK for drawing	„	3 1 –	(Duty removed.)		

NEW DUTY.—OILS, MINERALS, &c.—(Sweden and Norway).

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	£. s. d.
Candles — Wax, spermaceti, stearine, &c., Sweden	In 1865	per Skälpund	0 *Rdm.* 05 *öre.*	per Cwt.	– 6 8
Candles — Wax, stearine, parafine, &c. — Norway	„	per Pund	0 *Spd.* 03 *sk.*	„	– 11 5
	In 1868	„	0 „ 02 „	„	– 7 8
Soap — Scented — Sweden	In 1865	per Skälpund	0 *Rdm.* 30 *öre.*	„	1 19 11
	In 1867	„	0 „ 20 „	„	1 6 7
	In 1868	„	0 „ 12 „	„	– 15 11
Soap — Scented — Norway	In 1865	per Pund	0 *Spd.* 4⅓ *sk.*	„	– 17 2
Soap — Common — Sweden	In 1865	per Skälpund	0 *Rdm.* 07 *öre.*	„	– 9 4
	In 1867	„	0 „ 05 „	„	– 6 8
Turpentine — Sweden	In 1865	–	Free	–	Free
Turpentine — Norway	„	–	Free	–	Free
Rosin — Sweden	„	–	Free	–	Free
Rosin — Norway	„	–	Free	–	Free
Pitch — Norway	„	–	Free	–	Free

NEW DUTY.—ARTICLES OF FOOD—(Sweden and Norway).

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	£. s. d.
Confectionery — Sweden	In 1865	per Skälpund	0 *Rdm.* 20 *öre.*	per Cwt.	1 6 7
Confectionery — Norway	„	per Pund	0 *Spd.* 07 *sk.*	„	1 6 8
Sauces — Sweden	„	per Skälpund	0 *Rdm.* 16 *öre.*	–	1 1 2
Sauces — Norway	„	per Pot	0 *Spd.* 12 *sk.*	per Pint	– – 3¼
Sugar, Refined — Sweden	In 1866	per Skälpund	0 *Rdm.* 12 *öre.*	per Cwt.	0 15 11
Spirits, Corn — Sweden	In 1865	per kanna of 50 % alcohol	1 *Rdm.* 10 *öre.*	per Pint	– – 3·20
„ „ of 50 % strength — Norway	In 1865	per Pund	0 *Spd.* 06·71 *sk.*	per Lb.	– – 2·74
„ „ 60 % „ — Norway	In 1865	– „	0 „ 08·27 „	„	– – 3·37
„ „ 70 % „ — Norway	In 1865	– „	0 „ 09·90 „	„	– – 4·03
„ „ 80 % „ — Norway	In 1865	– „	0 „ 11·65 „	„	– – 4·76
„ „ 84 % „ — Norway	In 1865	– „	0 „ 12·38 „	„	– – 5·06
„ „ 85 % „ — Norway	In 1865	– „	0 „ 12·47 „	„	– – 5·09
„ „ 88 % „ — Norway	In 1865	– „	0 „ 12·48 „	„	– – 5·10
„ „ 90 % „ — Norway	In 1865	– „	0 „ 12·94 „	„	– – 5·27
„ „ 95 % „ — Norway	In 1865	– „	0 „ 13·90 „	„	– – 5·67
„ „ 100 % „ — Norway	In 1865	– „	0 „ 14·90 „	„	– – 6·08

NEW DUTY.—MISCELLANEOUS ARTICLES—(Sweden and Norway).

ARTICLES.	YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	£. s. d.
CLOCKS AND WATCHES:					
Watches, with cases of gold, or other materials, and ships' chronometers — Sweden	In 1865	– Each	1 *Rdm.* 00 *öre*	– Each	– 1 1½
Clocks, combined with bronze, alabaster, porcelain, or other such like materials — „	In 1865	per Skälpund	0 „ 50 „	per Lb.	– – 7¼
	In 1867	– „	0 „ 40 „	„	– – 5¾
	In 1868	– „	0 „ 30 „	„	– – 4½
„ wooden — „	In 1865	– „	0 „ 30 „	„	– – 4½
	In 1867	– „	0 „ 20 „	„	– – 2¾
Works of clocks and watches, and parts thereof not specified — „	In 1865	– „	0 „ 75 „	„	– – 10¾
Watches and pocket chronometers, in cases of gold, silver, or other material — Norway	„	– Each	0 *Spd.* 30 *sk.*	Each	– 1 1½
Table Clocks:					
In metal or porcelain cases — „	„	– „	2 „ 00 „	„	– 9 –
In cases of other material — „	„	– „	1 „ 30 „	„	– 5 7½
Watch and clock works, without cases — „	„	– per Pund	0 „ 35 „	per Lb.	– 1 2¼

OLD DUTY.—OILS, MINERALS, &c.—(SWEDEN AND NORWAY).

ARTICLES.		ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
CANDLES: Wax and spermaceti	Sweden	per Cwt.	– 19 11	–	66	15 April 1865.
CANDLES: Stearine	Sweden	„	– 8 –	–	17	
CANDLES: Wax	Norway	„	2 5 9	–	75 & 83	
CANDLES: Stearine	Norway	„	– 15 3	–	25 & 50	
SOAP: Scented	Sweden	„	3 6 6	–	40	
				–	60	
				–	76	
	Norway	„	2 17 3	–	70	
SOAP: Common	Sweden	„	– 10 8	–	12	
				–	37	
TURPENTINE	Sweden	„	– 3 11¾	–	(Duty removed.)	
	Norway	„	– 5 9	–	(Duty removed.)	
ROSIN	Sweden	„	– 1 4	–	(Duty removed.)	
	Norway	„	– 1 6¼	–	(Duty removed.)	
PITCH	Norway	„	– 1 6¼	–	(Duty removed.)	

OLD DUTY.—ARTICLES OF FOOD—(SWEDEN AND NORWAY).

			£. s. d.			
CONFECTIONERY	Sweden	per Cwt.	2 13 2	–	50	15 April 1865.
	Norway	„	1 18 2	–	30	
SAUCES	Sweden	„	2 13 2	–	60	
	Norway	„	1 18 2	(From weight to measure.)		
SUGAR, REFINED	Sweden	„	– 17 3	–	8	
SPIRITS, CORN	Sweden	per lb. of alcohol	– – 6½	(New classification.)		
„ „ Up to 88 degrees of strength	Norway	per Lb.	– – 5	„		
Above 88 degrees, one-tenth of a skilling per pund for every half degree.						

OLD DUTY.—MISCELLANEOUS ARTICLES—(SWEDEN AND NORWAY).

CLOCKS AND WATCHES:			£. s. d.			
Watches with gold cases	Sweden	Each	– 4 5¼	–	75	15 April 1865.
„ with cases of other materials	„	„	– 1 1½	(Duty unaltered.)		
Chronometers for ships	„	„	1 2 2	–	95	
Clocks, combined with bronze, alabaster, porcelain, or other like material	„	per Lb.	– – 10¾	–	33	
				–	47	
				–	60	
„ wooden	„	„	– – 5¾	–	25	
				–	50	
Works of clocks and watches, and parts thereof not specified	„	„	– 3 6¾	–	75	
Watches and Pocket Chronometers:						
In gold cases	Norway	Each	– 4 6	–	75	
In silver cases	„	„	– 2 3	–	50	
In cases of other material	„	„	– 1 1½	—	—	
Table Clocks:						
In metal or porcelain cases	„	„	1 2 6	–	60	
In cases of other material	„	„	– 11 3	–	50	
Watch and clock works, without cases	„	per Lb.	– 4 1	–	70	

NEW DUTY.—MISCELLANEOUS ARTICLES—*Continued.*

ARTICLES.		YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
						£. s. d.
HATS, BEAVER, SILK, &c.:						
Hats of silk or of half silk	Sweden	In 1865	Each	1 *Rdm.* 50 *öre.*	Each	– 1 8¼
„ of felt or plush	„	In 1865	„	1 „ 00 „	„	– 1 1½
		In 1867	„	0 „ 40 „	„	– – 5½
Hats of silk, felt, or felt covered with silk, wholly or partly finished, including the band-box	Norway	In 1865	„	0 *Spd.* 30 *sk.*	„	– 1 1½

NEW DUTY.—HOUSEHOLD FURNITURE.

TARIFF OF SWEDEN.

Turnery work, not specified, painted, polished, varnished, or not	In 1865	per Skälpund	0 *Rdm.* 75 *öre.*	per Cwt.	4 19 9
	In 1867	„	0 „ 50 „	„	3 6 6
	In 1868	„	0 „ 25 „	„	1 13 3
All wood more or less wrought, including cabinet or chair makers' work:					
Of white or red fir, painted, polished, varnished, or not	In 1865	„	0 „ 01 „	„	– 1 4
Of elm, ash, birch, beech, oak, walnut, and other sorts indigenous to and growing in the country, polished, painted, varnished, or not, or veneered with the above-mentioned kinds of woods	In 1865	„	0 „ 05 „	„	– 6 8
	In 1867	„	0 „ 03 „	„	– 3 11¾
Of mahogany, rosewood, or other foreign woods, solid, or only veneered; also ornamented with real or false gilding	In 1865	„	0 „ 10 „	„	– 13 4
	In 1867	„	0 „ 05 „	„	– 6 8

Note.—Furniture stuffed and covered pays an additional duty of 20 %.

TARIFF OF NORWAY.

Furniture of any wood, ornamented with pure or false gold, or lacquered	In 1865	per Pund	0 *Spd.* 04 *sk.*	per Cwt.	– 15 3
	In 1867	„	0 „ 02 „	„	– 7 8
„ of fir or pine, plain or inlaid with woods indigenous to or growing in the country; also when veneered with such woods	In 1865	„	0 „ 00⅓ „	„	– 1 3
„ of beech, or other indigenous woods; also when veneered with such woods	In 1865	„	0 „ 02½ „	„	– 11 5
	In 1867	„	0 „ 01 „	„	– 3 10
„ of walnut, mahogany, or other foreign woods; also when veneered with such woods	In 1865	„	0 „ 04 „	„	– 15 3
	In 1867	„	0 „ 02 „	„	– 7 8

Note.—Furniture with curtains or hangings of silk, or silk mixed with other materials, pays 10 % additional duty.

OLD DUTY.—MISCELLANEOUS ARTICLES—*Continued.*

ARTICLES.	ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
HATS, BEAVER, SILK, &c.:		£. s. d.			
Hats of silk or of half silk - - Sweden	- Each -	- 4 5½	- -	62	15 April 1865.
„ of felt or plush - - - - „	- „ -	- 2 2¾	- -	50	
			- -	80	
Hats of silk, felt, or felt covered with silk, wholly or partly finished, including the band-box - Norway	- „ -	- 2 3	- -	50	

OLD DUTY.—HOUSEHOLD FURNITURE.

TARIFF OF SWEDEN.

Turnery work, not specified, painted, polished, varnished, or not - - - - - -	- per Cwt. -	6 12 11	- -	25	15 April 1865.
			- -	50	
			- -	75	
All wood more or less wrought, including cabinet and chair makers' work :					
Of white or red fir, polished, varnished, or not - - - - - - - -	- „ -	- 3 11¾	- -	66	
Of elm, ash, birch, beech, oak, walnut, and other sorts indigenous to and growing in the country, polished, painted, varnished, or not, or veneered with the above-mentioned kinds of woods - - - - - - - -	- „ -	- 13 4	- -	50	
			- -	70	
Of mahogany, rosewood, or other foreign woods, solid, or only veneered ; also ornamented with real or false gilding	- „ -	- 19 11	- -	33	
			- -	66	
Note.—Furniture stuffed and covered pays an additional duty of 50 °/₀.	- -	- -	- -	60	

TARIFF OF NORWAY.

Furniture of any wood, ornamented with pure or false gold, or lacquered -	- per Cwt. -	1 6 8	- -	43	15 April 1865
			- -	70	
„ of fir or pine, plain or inlaid with woods indigenous to or growing in the country ; also when veneered with such woods - - - -	- „ -	- 2 10½	- -	55	
„ of beech, or other indigenous woods ; also when veneered with such woods - - - - - -	- „ -	- 15 3	- -	25	
			- -	75	
„ of walnut, mahogany, or other foreign woods ; also when veneered with such woods - -	- „ -	1 6 8	- -	43	
Note.—Furniture with curtains or hangings of silk, or silk mixed with other materials, pays 50 °/₀ additional duty.	- -	- -	- -	80	

NEW DUTY.—MISCELLANEOUS ARTICLES—*Continued.*

ARTICLES.		YEARS.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	£. s. d.
LUCIFER MATCHES	Sweden	In 1865	per Skälpund	0 *Rdm.* 02 *öre.*	per Cwt.	– 2 8
	Norway	In 1865	per Pund	0 *Spd.* 03 *sk.*	„	– 11 5
		In 1867	„	0 „ 02 „	„	– 7 8
		In 1868	„	0 „ 00½ „	„	– 1 11
PIANOS:						
Cottage	Sweden	In 1865	Each	40 *Rdm.* 00 *öre.*	Each	2 4 5
Grand	„	„	„	60 „ 00 „	„	3 6 7
Grand	Noway	In 1865	„	30 *Spd.* 00 *sk.*	„	6 15 –
		In 1867	„	20 „ 00 „	„	4 10 –
		In 1868	„	15 „ 00 „	„	3 7 6
Cottage	„	In 1865	„	20 „ 00 „	„	4 10 –
		In 1867	„	15 „ 00 „	„	3 7 6
		In 1868	„	10 „ 00 „	„	2 5 –
STRAW PLATTING FOR HATS	Sweden	In 1865	per Skälpund	0 *Rdm.* 40 *öre.*		2 13 2
	Norway	„	per Pund	0 *Spd.* 14 *sk.*		2 13 5
TOYS:						
Of wood, or of mixed materials	Sweden	In 1865	per Skälpund	0 *Rdm.* 75 *öre.*	per Cwt.	4 19 9
		In 1867	„	0 „ 50 „	„	3 6 6
		In 1868	„	0 „ 25 „	„	1 13 3
Of other materials except wood	Norway	In 1865	per Pund	0 *Spd.* 12 *sk.*	„	2 5 9
		In 1867	„	0 „ 10 „	„	1 18 2
		In 1868	„	0 „ 9 „	„	1 14 4
UMBRELLAS AND PARASOLS:						
Of silk or half silk	Sweden	In 1865	Each	0 *Rdm.* 75 *öre.*	Each	– – 10
Other kinds	„	„	„	0 „ 25 „	„	– – 3⅓
Parts thereof, framework	„	„	per Skälpund	0 „ 15 „	per Cwt.	– 19 11
Of silk or half silk:						
Of 22 inches long, or above	Norway	In 1865	Each	0 *Spd.* 40 *sk.*	Each	– 1 6
		In 1867	„	0 „ 22½ „	„	– – 10
Of less than 22 inches long	„	In 1865	„	0 „ 30 „	„	– 1 1½
		In 1867	„	0 „ 22½ „	„	– – 10
Of other materials	„	In 1865	„	0 „ 15 „	„	– – 6¾
		In 1867	„	0 „ 7½ „	„	– – 4
Framework not covered	„	In 1865	per Pund	0 „ 15 „	per Cwt.	2 17 3
		In 1867	„	0 „ 5¼ „	„	1 1 –

OLD DUTY.—MISCELLANEOUS ARTICLES—*Continued.*

ARTICLES.		ENGLISH MEASURES and MONEY.	£. s. d.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
LUCIFER MATCHES	Sweden	per Cwt.	– 15 11	–	83	
	Norway	„	– 15 3	– – –	25 50 88	
PIANOS:						
Cottage	Sweden	Each	3 6 7	–	33	
Grand	„	„	6 13 2	–	50	
Grand	Norway	„	9 – –	– – –	25 50 62	
Cottage	„	„	5 8 –	– – –	17 37 58	
STRAW PLATTING FOR HATS	Sweden	per Cwt.	9 19 5	–	73	
	Norway	„	7 12 7	–	65	
TOYS:						
Of wood, or of mixed materials	Sweden	–	9 19 5	– – –	50 66 83	15 April 1865.
Of other materials except wood	Noway	–	4 11 7	– – –	50 58 62	
UMBRELLAS AND PARASOLS:						
Of silk or half silk	Sweden	Each	– 1 8	–	50	
Other kinds	„	„	– – $6\frac{3}{4}$	–	50	
Parts thereof, framework	„	per Cwt.	1 13 3	–	40	
Of silk or half silk:						
Of 22 inches long, and above	Norway	Each	– 3 –	– –	50 72	
Of less than 22 inches long	„	„	– 1 $1\frac{1}{2}$	— –	— 25	
Of other materials	„	„	– 1 $1\frac{1}{2}$	– –	50 75	
Framework not covered	„	per Cwt.	6 17 4	– –	58 84	

Statistical Department, Board of Trade, October 1865.

A. W. Fonblanque.

IMPORT AND EXPORT DUTIES.

RETURN of the NEW and OLD RATES of DUTY upon various ARTICLES (so far as the same can be given) Levied by the TARIFFS of FOREIGN COUNTRIES, in which Alterations have been made *since the Publication of the Returns, No.* 493 *of Session* 1863, and SUPPLEMENT No. 1 to No. 493 of Session 1863; and showing the Per-centage Increase and Decrease of DUTIES, and the DATES at which the NEW DUTIES came into Operation (SUPPLEMENT No. 2 to No. 493 of Session 1863).

SUPPLEMENT No. 2
to RETURN No. 493 of Session 1863.

(*Mr. Milner Gibson.*)

Ordered by The House of Commons, *to be Printed*,
25 *May* 1865.

316.

Under 4 *oz.*

IMPORT AND EXPORT DUTIES.

RETURN to an Order of the Honourable The House of Commons, dated 4 *July* 1865;—*for*,

A RETURN "of the NEW and OLD RATES of DUTY (so far as the same can be given) Levied by the TARIFFS of FOREIGN COUNTRIES, in which Alterations have been made *since the Publication of the Returns, No.* 493 *of Session* 1863, and SUPPLEMENTS Nos. 1 and 2 to No. 493 of Session 1863; and showing the Per-centage Increase and Decrease of DUTIES, and the DATES at which the NEW DUTIES came into Operation (SUPPLEMENT No. 3 to No. 493 of Session 1863)."

SUPPLEMENT (No. 3) to RETURN No. 493 of Session 1863.

See INDEX, p. 2.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, *to be Printed,* 4 *July* 1865.

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		Belgium	„ 46 to 49.
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		Belgium	„ 50, 51.
		Spain	„ 50, 51.
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RETURN of the NEW and OLD RATES of DUTY (so far as the same can be given) Levied by the TARIFFS of Session 1863, and Supplements Nos. 1 and 2 to No. 493 of Session 1863; and showing the Per-centage (Supplement No. 3 to No. 493 of Session 1863).

SUPPLEMENT No. 3

To RETURN No. 493 of SESSION 1863.

YARNS AND THREAD—COTTON.

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.			NEW DUTY. ENGLISH MEASURES and MONEY.		
THE ZOLLVEREIN.						
		Thlr. sgr.			*£. s. d.*	
PURE, or mixed with Flax, Silk, Wool, or Hair:						
Of one or two threads:						
Unbleached	per Centner	2 00		per Cwt.	– 6 1	
Bleached or dyed	„	4 00		„	– 12 2	
Of three or more threads, unbleached, bleached, or dyed	„	6 00		„	– 18 3	

YARNS AND THREAD—LINEN.

THE ZOLLVEREIN.						
		Thlr. sgr.			*£. s. d.*	
Unbleached Yarn of Flax or Hemp, spun by hand		Free			Free	
„ „ „ machine spun	per Centner	2 00		per Cwt.	– 6 1	
Unbleached Yarn of Jute, or other vegetable fibres (except cotton)	„	0 15		„	– 1 6¼	

YARNS AND THREAD—SILK.

RUSSIA.						
		Roub. cop.			*£. s. d.*	
SILK TWIST, Tram and Organzine, dyed or undyed, pure or mixed with waste silk or wool, and twist prepared for weaving	per Poud	4 95		per Cwt.	2 8 9	
THE ZOLLVEREIN.						
		Thlr. sgr.			*£. s. d.*	
SILK or Floss Silk, single or twisted, undyed, and waste of dyed silk		Free			Free	
Silk or Floss Silk, dyed	per Centner	4 00		per Cwt.	– 12 2	
Note.—Silk Yarns mixed with cotton, *see* Cotton Yarn.						

of FOREIGN COUNTRIES, in which Alterations have been made since the Publication of the Returns, No. 493 Increase and Decrease of DUTIES, and the DATES at which the NEW DUTIES came into Operation

SUPPLEMENT No. 3

To RETURN No. 493 of SESSION 1863.

YARNS AND THREAD—COTTON.

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
THE ZOLLVEREIN.					
PURE, or mixed with Flax or Wool:		£. s. d.			
Unbleached, of one or two threads	per Cwt.	– 9 2	–	33	1 July 1865.
Unbleached, of three or more threads, and all bleached or dyed yarns	„	1 4 5	–	50 / 25	1 July 1865.

YARNS AND THREAD—LINEN.

THE ZOLLVEREIN.					
		£. s. d.			
Unbleached Yarn of Flax or Hemp, spun by hand	per Cwt.	– – 6	–	Duty removed	1 July 1865.
Unbleached Yarn, spun by machinery	„	– 6 1	–	75	1 July 1865.

YARNS AND THREAD—SILK.

RUSSIA.					
		£. s. d.			
SILK TWIST, Tram and Organzine, dyed or undyed, pure or mixed with waste silk or wool, and twist prepared for weaving	per Cwt.	3 5 –	–	25	21 June 1865.
THE ZOLLVEREIN.					
		£. s. d.			
SILK or Floss Silk, undyed, single or twisted	per Cwt.	– 1 6¼	–	Duty removed	1 July 1865.
Silk or Floss Silk, or silk mixed with cotton, dyed	„	1 4 5	–	50	1 July 1865.

YARNS AND THREAD—Silk—*Continued.*

ARTICLES.	NEW DUTY.					
	FOREIGN MEASURES and MONEY.			ENGLISH MEASURES and MONEY.		
SPAIN.						
Silk, Single, Unbleached:		*Reals.*	*cts.*		£.	*s.* *d.*
In Spanish vessels	per Kilog.	3	00	per Cwt.	1	10 6
„ Foreign vessels	„	3	60	„	1	16 7
Note.—The above rates are to come into force on the 1st July 1866.						
SWITZERLAND.						
Silk:		*Fr.*	*cts.*		£.	*s.* *d.*
For sewing, embroidery, and lace making	per Swiss Quintal	3	50	per Cwt.	–	2 11
Thread or twist of silk, or of waste silk:						
Undyed	„	2	00	„	–	1 8
Bleached or dyed	„	3	50	„	–	2 11

YARNS AND THREAD—Woollen.

THE ZOLLVEREIN.						
Woollen Yarns:		*Thlr.*	*sgr.*		£.	*s.* *d.*
Pure or mixed with other materials, except Cotton:						
Single, undyed or dyed; and double, undyed	per Centner	0	15	per Cwt.	–	1 6¼
Double, dyed; and twisted three or more fold, undyed or dyed	„	4	00	„	–	12 2
AUSTRIA.						
Woollen Yarns:		*Fl.*	*kr.*		£.	*s.* *d.*
Of wool or other animal hair:						
Yarn of carded wool, raw, and not dyed, nor of three or more twist	per Centner	1	00	per Cwt.	–	2 –¼
Yarn of combed wool, raw, and not dyed, nor of three or more twist	„	4	50	„	–	9 2

YARNS AND THREAD—Silk—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
SPAIN.				
Silk, Single, Unbleached:	£. s. d.			
In Spanish vessels - per Cwt.	4 11 6	-	66	6 July 1865.
„ Foreign vessels - „	5 9 9	-	66	
SWITZERLAND.				
Silk:	£. s. d.			
For sewing - per Cwt.	– 6 6	-	56	1 July 1865.
Thread or twist of silk or of waste silk:				
Undyed - „	– 2 11	-	43	
Bleached or dyed - „	– 6 6	-	56	

YARNS AND THREAD—Woollen.

THE ZOLLVEREIN.				
Woollen Yarns:	£. s. d.			
Single and double, undyed - per Cwt.	– 1 6½	-	-	1 July 1865.
Single, dyed - „	1 4 5	-	93	
Double, dyed; and twisted three or more fold, undyed or dyed - „	1 4 5	-	50	
AUSTRIA.				
Woollen Yarns:	£. s. d.			
Of wool or other animal hair:				
Woollen yarn, raw, not dyed, nor of three or more twist - per Cwt.	– 10 8	-	81 / 14	1 July 1865.

WOVEN MANUFACTURES—Cotton.

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.	NEW DUTY. ENGLISH MEASURES and MONEY.
THE ZOLLVEREIN.		
Tissues of Cotton, pure or mixed with flax or metallic threads, but without mixture of silk or wool: *Note.*—For Cottons mixed with wool, *see* Woollens.	*Thlr. sgr.*	£. *s. d.*
1. Close woven: unbleached or of unbleached yarn, bleached, and dressed (except velvety tissues)	per Centner - 10 00	- per Cwt. - 1 10 6
2. Tissues not under pars. 1 and 3; including other kinds of close woven tissues; unbleached, open and transparent tissues; hosiery, haberdashery, button makers' wares, and tissues mixed with metallic threads	- „ - 16 00	- „ - 2 8 9
3. Open and transparent tissues not included under par. 2; jaconets, muslins, tulle, marly gauze, lace and embroidery, and "modes"	- „ - 30 00	- „ - 4 11 5
Ready-made clothing	- „ - 30 00	- „ - 4 11 5
BELGIUM.		
Cotton Tissues, plain or twilled (weighing less than three kilogrammes to the 100 square metres, 5½ lbs. per 100 square yards)	- - *Fr. cts.* 10 % *ad val.*	- - £. *s. d.* 10 % *ad val.*
Counterpanes and blankets Gauze or muslin, for furniture or hangings Net or tulle, plain or embroidered Quiltings, dimities, stripes, checks, damasks, and brilliants (weighing less than three kilogrammes per 100 square metres) Clothing and other ready-made articles, wholly or partly made up	- - 10 % *ad val.*	- - 10 % *ad val.*
Cotton tissues mixed with silk, if the cotton predominates in weight	- - 10 % *ad val.* or at the option of the importer 300 00 per 100 Kilos.	- - 10 % *ad val.* or at the option of the importer – 1 1 per Lb.
Cotton tissues mixed with other materials, if the cotton predominates in weight	- - 10 % *ad val.*	- - 10 % *ad val.*
Hosiery, haberdashery, tapes, and ribbons	- - 10 % *ad val.*	- - 10 % *ad val.*
FRANCE.		
Gauzes and Muslins, embroidered or figured in the loom for furniture or hangings	- - *Fr. cts.* 10 % *ad val.* from 1 Jan. 1868.	- - £. *s. d.* - -
Nankin, the produce of India:		
From countries out of Europe	- per Kilog. - 1 00	- per Cwt. - 2 – 8
„ other parts	- „ - 1 10	- „ - 2 4 9

WOVEN MANUFACTURES—COTTON.

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
THE ZOLLVEREIN.				
	£. s. d.			
COTTON TISSUES, Hosiery, &c. of all kinds	per Cwt. 7 12 5	- -	80	1 July 1865.
			68	
			40	
Ready-made clothing	„ 16 15 3	- -	72	
BELGIUM.				
	£. s. d.			
COTTON TISSUES, plain or twilled (weighing less than three kilogrammes to the 100 square metres, 5½ lbs. to the 100 square yards)	15 % *ad val.*	- -	33	16 Aug. 1865.
Counterpanes and blankets Gauze or muslin, for furniture or hangings Net or tulle, plain or embroidered Quiltings, dimities, stripes, checks, damasks, and brilliants	15 % *ad val.*	- -	33	
Clothing and other ready-made articles, wholly or partly made up	15 % *ad val.*	- -	33	
Cotton tissues mixed with silk, if the cotton predominates in weight	15 % *ad val.*	From *ad val.* to specific -		
Cotton tissues mixed with other materials, except wool, if the cotton predominates in weight	15 % *ad val.*	- -	33	
Hosiery, haberdashery, tapes, and ribbons	15 % *ad val.*	- -	33	
FRANCE.				
	£. s. d.			
GAUZES and MUSLINS, embroidered or figured in the loom, for furniture or hangings	15 % *ad val.*	- -	33	1 Jan. 1868.
NANKIN, the produce of India:				
From India	per Cwt. 2 8 10	- -	16	13 Aug. 1865.
„ other parts	Prohibited	Prohibition removed.		

WOVEN MANUFACTURES—Cotton—*Continued.*

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		NEW DUTY. ENGLISH MEASURES and MONEY.	
AUSTRIA.				
Manufactures of pure cotton, or of cotton mixed with linen, or with India-rubber threads, but without mixture of silk, wool, or hair:		*Fl. kr.*		£. *s. d.*
(*a*) Common, raw, unbleached, close woven tissues, not dyed nor printed; plain, figured, twilled, or napped (except tissues of the nature of velvet and those under (*d*)); nets, marly, and girths	per Centner	36 00	per Cwt.	3 13 2
(*b*) Middle-fine, glossed or dressed, bleached or dyed, woven of one or more colours; thick printed tissues and thick tissues of the nature of velvet (except those under (*d*)); haberdashery, hosiery, tapes, and trimmings	„	62 00	„	6 5 11
(*c*) Fine, all open or loosely woven tissues (except those under (*d*))	„	90 00	„	9 2 10
Note.—The rate of duty on articles in par. (*d*) remains unaltered.				
SWITZERLAND				
		Fr. cts.		£. *s. d.*
Counterpanes with needlework, fringes, &c.	per Swiss Quintal	8 00	per Cwt.	– 6 6

WOVEN MANUFACTURES—Linen.

THE ZOLLVEREIN.				
Tissues of Linen, Hemp, and Jute, or other vegetable fibres (except Cotton):		*Thlr. sgr.*		£. *s. d.*
Bleached, dyed, printed, or otherwise dressed; linen made from bleached yarn; twills and drills, bleached or otherwise dressed; table, bed linen, and towelling, unbleached, bleached, or made up, and linen frocks	per Centner	10 00	per Cwt.	1 10 6
Batiste and lawn	„	10 00	„	1 10 6
Ribbons and tapes, edgings, fringes, gauze, cambric, woven trimmings, laces, hosiery, and articles mixed with metallic threads	„	20 00	„	3 – 11
Thread lace	„	40 00	„	6 1 11
Ready-made clothing	„	10 00	„	1 10 6
BELGIUM.				
Tissues of all kinds of Linen, Hemp, or Jute				
Net and Tulle		10 % *ad val.*		10 % *ad val.*
Clothing and other linen articles wholly or partly made up				
Tissues of flax, hemp, or jute mixed with other materials, when the linen, &c. predominates in weight		10 % *ad val.*		10 % *ad val.*

WOVEN MANUFACTURES—COTTON—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION
AUSTRIA.				
Manufactures of pure cotton, or of cotton mixed with linen, or with India-rubber threads, but without mixture of silk, wool, or hair:	£. s. d.			
(*a*) Common, raw, unbleached, close-woven tissues, not dyed nor printed; plain, figured, twilled, or napped (except tissues of the nature of velvet, and those under (*d*)); nets, marly, and girths - - - - - - - -	- per Cwt. - 4 5 4	- -	14	1 July 1865.
(*b*) Middle fine, glossed or dressed, bleached or dyed, woven of one or more colours; thick tissues of the nature of velvet (except those under (*d*)); haberdashery, hosiery, and trimmings -	- „ - 8 - -	- -	21	
(*c*) Thick printed tissues - - - -	- „ - 10 13 4	- -	41	
All open or loosely woven tissues (except those under (*d*)) - - - -	- - 10 13 4	- -	14	
SWITZERLAND.				
	£. s. d.			
Counterpanes with needlework, fringes, &c. -	- per Cwt. - - 12 2	- -	46	1 July 1865.

WOVEN MANUFACTURES—LINEN.

THE ZOLLVEREIN.

TISSUES of LINEN, Hemp, and Jute, &c.:	£. s. d.			
Bleached, dyed, or otherwise dressed; also linen made from bleached yarn; twills and drills, bleached or otherwise dressed, table, bed linen, and towelling, unbleached, bleached, or made up, and linen frocks - - - - - - - -	- per Cwt. - 3 - 11	- -	50	1 July 1865.
Batiste - - - - - - - - -	- „ - 4 11 5	- -	66	
Ribbons, edgings, fringes, gauze, woven trimmings, laces, hosiery, and articles mixed with metallic threads - -	- „ - 4 11 5	- -	33	
Thread lace - - - - - - - -	- „ - 9 2 10	- -	33	
Ready-made clothing - - - - -	- „ - 3 - 11	- -	50	
BELGIUM.				
TISSUES of all kinds of Linen, Hemp, or Jute (except Cambrics and Lawns) - - - -				
Net and Tulle - - - - - - - -	- - 15 % *ad val.*	- -	33	16 Aug. 1865.
Clothing and other linen articles, wholly or partly made up - - - - - - - -				
Tissues of flax, hemp, or jute, mixed with other materials, when the linen, &c. predominates in weight	- - 15 % *ad val.*	- -	33	

WOVEN MANUFACTURES—Linen—*Continued.*

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.				NEW DUTY. ENGLISH MEASURES and MONEY.			
AUSTRIA.								
Tissues of Linen, Hemp, or Jute, pure or mixed with India-rubber threads, but without mixture of Cotton, Silk, Wool, or Hair:			*Fl.*	*kr.*			£. *s.*	*d.*
(*a*) Fine buckets of twisted hemp, girths, marly, network, carrying-bands, and bags of all sorts, and unbleached nets	per Centner		1	00	per Cwt.		– 2	–½
(*b*) Grey packing cloth	„		1	50	„		– 3	–¾
Linen Manufactures:								
(*c*) Most common (except those under pars. (*d*) and (*f*)): and drills and tickings, raw, unbleached, not figured; also fire buckets of unbleached sail cloth	„		10	00	„		1 –	4
(*d*) Common: dressed, bleached (made of bleached yarn), dyed, thick tissues woven of one or more colours (except those under (*e*), (*f*), and (*g*)); also figured and printed tissues	„		36	00	„		3 13	2
(*e*) Middle fine: haberdashery, hosiery, tapes, and trimmings; cambrics (viz. all linens containing more than 100 warp threads to the Vienna inch)	„		70	00	„		7 2	3
(*f*) Fine: batiste, gauzes, lawn, and other loose woven tissues (except those under (*g*))	„		75	00	„		7 12	5
Note.—The rate of duty on articles in par. (*g*) remains unaltered.								
SWITZERLAND.								
Linen or Hemp:			*Fr.*	*cts.*			£. *s.*	*d.*
Waxed or oiled cloth, for packing	per Swiss Quintal		1	00	per Cwt.		– –	10

WOVEN MANUFACTURES—Silk.

THE ZOLLVEREIN.								
Tissues, stuffs, and articles of silk, or of floss silk, pure or mixed with metallic threads	per Centner		*Thlr.* 40	*sgr.* 00	per Lb.		£. *s.* – 1	*d.* 1
Tissues, stuffs, and articles of silk, or floss silk, mixed with cotton, linen, wool, or hair	„		30	00	„		– –	9¾
Ready-made clothing	„		40	00	„		– 1	1
FRANCE.								
Ribbons of silk, or of waste silk, other than velvet	per Kilogramme		*Fr.* 4	*cts.* 00	per Lb.		£. *s.* – 1	*d.* 5½

WOVEN MANUFACTURES—Linen—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
AUSTRIA.				
Tissues of Linen, Hemp, or Jute, pure or mixed with India-rubber threads, but without mixture of Cotton, Silk, Wool, or Hair:				
(*a*) Marly, girths, carrying-bands, bags of all sorts, and unbleached nets	per Cwt. £. 1 12 –	–	93	1 July 1865.
(*b*) Grey packing cloth	„ – 10 8	–	72	
Linen Manufactures:				
(*c*) Most common: linen, and drills and tickings, raw, unbleached, and not figured	„ 1 12 –	–	36	
(*d*) Common: dressed, bleached (or made of bleached yarn), dyed, thick tissues woven of one or more colours (except those under (*f*) and (*g*)), not figured nor printed	„ 4 5 4	–	14	
(*e*) Middle fine: thick woven, printed and figured (except under par. (*g*)), hosiery, and haberdashery	„ 8 – –	–	11	
(*f*) Fine: cambrics (viz. all linens containing more than 100 warp threads to the Vienna inch), batiste, gauzes, and other open or loosely woven tissues (except those under par. (*g*))	„ 10 13 4	–	28	
SWITZERLAND.				
Linen or Hemp: Waxed or oiled cloth, for packing	per Cwt. £. – 1 2¾	–	33	1 July 1865.

WOVEN MANUFACTURES—Silk.

THE ZOLLVEREIN.

Tissues and stuffs of silk, or floss silk, pure, or mixed with metallic threads	per Lb. £. – 3 –	–	63	1 July 1865.
Tissues and stuffs of silk, or floss silk, mixed with cotton, linen, wool, or hair	„ – 1 6	–	45	
Ready-made clothing	„ – 3 –	–	63	
FRANCE.				
Ribbons of silk, or of waste silk, other than velvet	per Lb. £. – 2 11	–	50	1 July 1865.

WOVEN MANUFACTURES—Silk—*Continued.*

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.			NEW DUTY. ENGLISH MEASURES and MONEY.		
AUSTRIA.						
Silk manufactures mixed with other materials:						
Silk wares, other than of pure silk, or of silk mixed with real or false gold or silver threads; or with spun glass; ribbons, lace, blonde, and embroidered wares	per Centner	*Fl.* 103	*kr.* 00	per Lb.	£. –	*s.* 1	*d.* 10
SWITZERLAND.						
Tissues of silk, or of half silk, also silk stuffs mixed with other materials, the silk predominating in weight; unbleached, bleached, dyed, or printed	per Swiss Quintal	*Fr.* 8	*cts.* 00	per Lb.	£. –	*s.* –	*d.* –¾
Tulle, of silk, plain, unbleached, dressed, or figured	„	8	00	„	–	–	–¾
Ribbons of silk, or waste silk, velvet, and other kinds, and mixed ribbons	–	8	00	„	–	–	–¾

WOVEN MANUFACTURES—Woollen.

THE ZOLLVEREIN.						
Tissues of Wool or Hair, pure or mixed with cotton, linen, or metallic threads:		*Thlr.*	*sgr.*		£.	*s.* *d.*
Embroidery, lace, and tulle	per Centner	30	00	per Cwt.	4	11 5
Printed wares of all kinds	„	25	00	„	3	16 4
Unprinted, unmilled wares; fringe and button makers' wares, mixed or not with metallic threads	„	20	00	„	3	– 11
Unprinted milled cloths, stuffs and felt, and hosiery of all kinds	„	10	00	„	1	10 6
Carpets	„	10	00	„	1	10 6
Ready-made clothing	„	30	00	„	4	11 5
Cloth list	„	Free		„	Free	

WOVEN MANUFACTURES—Silk—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
AUSTRIA.				
Silk manufactures mixed with other materials:				
Silk wares, other than of pure silk, or of silk mixed with real or false gold or silver threads, or with spun glass; ribbons, lace, blonde, and embroidered wares	per Lb. £ s. d. – 2 9	– –	31	1 July 1865.
SWITZERLAND.				
Stuffs and Manufactures of silk or floss silk	per Lb. £. s. d. – – 1¼	– –	46	1 July 1865.
Of silk, mixed with other materials, if containing more than one-half of the weight in silk	„ – – 1½	– –	46	
„ „ „ „ containing less than one-half of the weight in silk	„ – – ¾	– –	– –	
Ribbons, containing more than one-half the weight in silk	„ – – 1½	– –	46	
„ containing less than one-half the weight in silk	„ – – ¾	– –	– –	

WOVEN MANUFACTURES—Woollen.

THE ZOLLVEREIN.

Tissues of Wool or Hair, pure or mixed with other materials (except silk):	£. s. d.			1 July 1865.
Embroidery, lace, and tulle	per Cwt. 7 12 5	– –	40	
Printed wares, all sorts	„ 7 12 5	– –	50	
Unprinted unmilled wares	„ 4 11 5	– –	33	
Fringe and button makers' wares	„ 7 12 5	– –	60	
Milled unprinted wares of cloth stuff and felt; also hosiery of all kinds	„ 4 11 5	– –	66	
Carpets	„ 3 – 11	– –	50	
Ready-made clothing	„ 16 15 3	– –	72	
Cloth list	„ – 1 6¼	–	(Duty removed.)	

WOVEN MANUFACTURES—WOOLEN—*Continued.*

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.	NEW DUTY. ENGLISH MEASURES and MONEY.
BELGIUM.		
CARPETS, of all kinds	10 % *ad val.*	10 % *ad val.*
AUSTRIA.		
WOOLLEN Manufactures, pure or mixed with India rubber threads, or with other weaving materials (except silk):	*Fl. kr.*	£. s. d.
(*b*) Common. Fulled, unprinted (except those of the nature of velvet), unprinted felt wares (except hats and caps), carpets not specified under (*a*), and girths	per Centner - 36 00	- per Cwt. - 3 13 2
(*c*) Middle fine. Stuffs, &c., of the nature of velvet, and all unfulled close-woven wares (except those under (*e*) and (*f*)); hosiery, haberdashery, and trimmings	- „ - 54 00	- „ - 5 9 9
(*d*) Printed close-woven wares	- „ - 75 00	- „ - 7 12 5
(*e*) Fine. All open or loosely-woven wares (except those named under (*c*)), shawls and scarfs	- „ - 90 00	- „ - 9 2 10

WOVEN MANUFACTURES—WOOLLEN—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
BELGIUM.					
CARPETS, of all kinds	-	15 % *ad val.*	-	33	16 August 1865.
AUSTRIA.					
WOOLLEN Manufactures, pure or mixed with India rubber threads, or with other weaving materials (except silk):		£. s. d.			
(*b*) Common. Fulled, unprinted (except those of the nature of velvet), and unprinted felt wares (except hats and caps), and carpets not specified under (*a*)	- per Cwt. -	5 6 8	-	31	1 July 1865.
(*c*) Middle fine. Stuffs, &c., of the nature of velvet, and all unfulled close-woven wares, not printed (except those named under (*e*)); haberdashery, hosiery, &c.	- „ -	8 - -	-	31	
(*d*) Fine. All open or loosely woven tissues, and printed tissues	- „ -	10 13 4	-	28 / 14	
(*e*) Shawls and scarfs	- „ -	26 13 4	-	66	

METALS, UNWROUGHT AND WROUGHT—IRON AND STEEL.

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.			NEW DUTY. ENGLISH MEASURES and MONEY.		
THE ZOLLVEREIN.						
RAW of all kinds, and old broken iron	per Centner	*Thlr.* 0	*sgr.* 7½	per Cwt.	£. –	*s.* – *d.* 9
HAMMERED and rolled iron (except shaped) in bars, iron in lumps, rails for railways, raw and cemented, and cast and refined steel	„	0	25	„	–	2 6½
IRON and STEEL WIRE of more than ¾ of a Prussian line in diameter	„	0	25	„	–	2 6½
„ „ „ of ¾ of a Prussian line and less	„	1	05	„	–	3 6½
WROUGHT IRON for the coarse parts of machinery and carriages, cranks, axles, &c., provided each part weigh one centner or more	„	0	25	„	0	2 6½
Notes. (1) Raw steel imported by sea from the Russian frontier as far as the mouth of the Vistula, by special permission for the use of steel manufactories	„	0	15	„	–	1 6¼
(2) Lump iron, not purified from the dross, in masses or prisms	„	0	17½	„	–	1 9¼
(3) Hammered and rolled iron and steel of ½ a Prussian line in thickness, or of more than 7 Prussian inches in width, pays as iron or steel plates.						
IRON shaped in bars, wheel tires for railway carriages, iron for ploughshares, black sheet iron, raw sheet steel, raw unpolished iron and steel plates, and anchors and anchor chains	„	1	05	„	–	3 6½
Varnished iron plates; polished steel, and iron and steel plates	„	1	22⅔	„	–	5 4
Tin plates, and rolled or drawn wrought iron pipes	„	2	15	„	–	7 7
IRON AND STEEL WARES: Very common cast wares, as stoves, plates, railings, &c.	„	0	12	„	0	1 2½
Common, of wrought or cast iron, or of iron and steel, of tin plate, or of steel and iron wire, combined or not with wood, but not polished: (*a*) Anvils, crowbars, roasting spits, wire-gauze, tripods, harrows, traps, pitchforks, rakes, cramp irons, trowels, kettles, chains (other than ship's chains), kitchen ranges, nails, brads, tags, screws, pans, ploughshares, flat irons, common rings, gridirons, shovels, rough cast wares, tilt hammers, screwbolts and boxes, pokers, large scales, carriage and door handles, carriage springs, &c., *provided that these articles are neither wholly polished, varnished, coppered, nor tinned*	„	1	10	„	–	4 –¾
(*b*) Other common articles; also all articles wholly polished, varnished, coppered or tinned, such as hatchets, sword-blades, files, hammers, heckles, planes, coffee roasters and mills, locks, vices, common knives for artizans, scythes, sickles, currycombs, tower clocks, tailors' and clothmakers' shears, tongs, &c., &c.	„	2	20	„	–	8 2

- - - METALS, UNWROUGHT AND WROUGHT—Iron and Steel.

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
- - - - - - - - - - - THE ZOLLVEREIN.				
Raw of all kinds, and old broken iron - -	- per Cwt. - £. 1 s. - d. -¼	- -	25	
Hammered and rolled iron (except shaped) in bars, of ½ a Prussian inch and above in width; iron in lumps, rails for railways, raw and cemented, and cast and refined steel - -	- - £. 4 s. 6 d. ¾	- -	44	
„ „ in bars of less than ½ a Prussian inch in width - - - - -	- „ - £. 7 s. 7 d. -	- -	66	
Iron and Steel Wire - - - - - -	- „ - £. 12 s. 2 d. -	- -	79	
		- -	71	
Wrought Iron for the coarse parts of machinery and carriages, cranks, and axles, &c., provided that each part weigh one centner or more	- „ - £. 9 s. 2 d. -	- -	72	
Iron shaped in bars, wheel tires for railway carriages, iron for ploughshares, black sheet iron, raw sheet steel, raw unpolished iron and steel plates, and anchors and anchor chains - -	- „ - £. 9 s. 2 d. -	- -	61	1 July 1865.
Varnished iron plates; polished steel, and iron and steel plates - - - - - - -	- „ - £. 12 s. 2 d. -	- -	56	
Tin plates - - - - - - - - -	- „ - £. 12 s. 2 d. -	- -	37	
Rolled or drawn wrought iron pipes - -	- „ - £. 9 s. 2 d. -	- -	16	
Iron and Steel Wares:				
Very common cast wares, as stoves, plates, railings, &c. - - - - - -	- „ - £. 3 s. -½ d. -	- -	60	
Common, of wrought or cast iron, or of iron and steel, of tin plate, or of steel and iron wire, combined or not with wood, but not polished:				
Axes, sword-blades, files, hammers, heckles, hatchets, hinges, screws, coffee roasters and mills, chains (except ship's chains), nails, pans, flat irons, shovels, locks, coarse rings, vices, scythes, sickles, chisels, currycombs, tower clocks, clothmakers' and tailors' shears, large scales, and tongs, &c., &c. - - -	- „ - £. 18 s. 3 d. -	- New classification -		

METALS, UNWROUGHT AND WROUGHT—Iron and Steel—*Continued.*

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.			ENGLISH MEASURES and MONEY.		
THE ZOLLVEREIN—*Continued.*						
Iron and Steel Wares—*continued.*		*Thlr.*	*sgr.*		£.	*s.* *d.*
Fine; of fine cast iron, of polished iron or steel; also of iron and steel mixed with other materials (except those which pay as "Small Wares"):						
(*a*) Lacquered iron ware, knives, knitting needles, bodkins, scissors, sword-makers' work, &c., (and except those under *b*)	per Centner	4	00	per Cwt.	–	12 2
(*b*) Sewing needles, steel and other common metal pens, watch cases and watch works of common metals, weapons of all kinds, and small articles not included under "Small Wares"	„	10	00	„	1	10 6
Instruments, surgical, mathematical, mechanical, &c.		Free			Free	
Small wares not otherwise enumerated	per Centner	15	00	per Cwt.	2	5 9
Arms and Ammunition:						
Firearms and swords. *See* Fine Iron Wares.						
Sword-blades. *See* Common Iron Wares.						
Shot	„	1	00	„	–	3 –½
Machinery:						
Locomotives, tenders, and boilers	„	1	15	„	–	4 6¾
Other machinery pays according to the weight of the predominating material.						
Cylinders, for printing and for dressing tissues:						
Engraved	„	2	00	„	–	6 1
Plain	„	0	15	„	–	1 6¼
Cards	„	6	00	„	–	18 3
BELGIUM.						
Iron and Steel:		*Frs.*	*cts.*		£.	*s.* *d.*
Rough cast, and old iron	per 100 Kilos.	0	50	per Cwt.	–	– 2½
Hammered, drawn or rolled — In 1865	„	2	00	„	–	– 9¾
Hammered, drawn or rolled — 1st July 1866	„	1	00	„	–	– 5
Tin-plate, not manufactured — In 1865	„	5	00	„	–	2 –½
Tin-plate, not manufactured — 1st July 1866	„	3	00	„	–	1 2¾
Steel, rough cast	„	0	30	„	–	– 1½
Iron and Steel Wares:						
Cast iron, manufactured — In 1865	„	3	00	„	–	1 2¾
Cast iron, manufactured — 1st July 1866	„	2	00	„	–	– 9¾
Wrought iron, manufactured, including nails — In 1865	„	5	00	„	–	2 –½
Wrought iron, manufactured, including nails — 1st July 1866	„	4	00	„	–	1 7½
Steel, manufactured — In 1865	„	5	00	„	–	2 –½
Steel, manufactured — 1st July 1866	„	4	00	„	–	1 7½
Machines, and pieces thereof:						
Of cast iron — In 1865	„	3	00	„	–	1 2¾
Of cast iron — 1st July 1866	„	2	00	„	–	– 9¾
Of wrought iron or steel — In 1865	„	5	00	„	–	2 –½
Of wrought iron or steel — 1st July 1866	„	4	00	„	–	1 7½

- - - METALS, UNWROUGHT AND WROUGHT—IRON AND STEEL—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
- - - - - - - - - - THE ZOLLVEREIN—*Continued.*				
IRON AND STEEL WARES—*continued.*	£. s. d.			
Fine; of cast iron, of polished iron, or steel; also, of iron and steel mixed with other materials:				
Knives, scissors, shears, sword-makers' work, &c. (except sewing needles, knitting needles, and crochet needles without handles), lacquered iron wares; also, weapons of all kinds -	- per Cwt. - 1 10 6	- New classification.		
Sewing, knitting, and crochet needles without handles - - - - -	- „ - 7 12 4	- - ditto.		
Instruments, surgical, mathematical, mechanical, &c. - - - - - - - - -	- „ - - 18 3	- Duty removed.		
Small wares not otherwise enumerated - -	- „ - 7 12 4	- -	70	
Arms and Ammunition:				1 July 1865.
Firearms and swords. *See* Fine Iron Wares.				
Sword-blades. *See* Common Iron Wares.				
Shot - - - - - - - - -	- „ - - 6 1	- -	50	
Machinery - - - - - - - -	(Not separately specified) -	- New Classification.		
- - - - - - - - - - - BELGIUM.				
IRON AND STEEL:	£. s. d.			
Rough cast, and old iron - - - -	- per Cwt. - - - 5	- -	50	
Hammered, drawn or rolled - - -	- „ - - 1 $2\frac{3}{4}$	- -	33 / 66	
Tin-plate, not manufactured - - -	- „ - - 2 $5\frac{1}{4}$	- -	16 / 50	
Steel, not manufactured - - - -	- „ - - - 5	- -	70	
IRON AND STEEL WARES:				
Cast iron, manufactured - - - -	- „ - - 1 $7\frac{1}{2}$	- -	25 / 50	16 Aug. 1865.
Wrought iron, manufactured, including nails - - - - - - - -	- „ - - 2 $5\frac{1}{4}$	- -	16 / 33	
Steel, manufactured - - - -	- „ - - 2 $5\frac{1}{4}$	- -	16 / 33	
Machines, and parts thereof:				
Of cast iron - - - - - -	- „ - - 1 $7\frac{1}{2}$	- -	25 / 50	
Of wrought iron and steel - - -	- „ - - 2 $5\frac{1}{4}$	- -	16 / 33	

METALS, UNWROUGHT AND WROUGHT—Iron and Steel—*Continued.*

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.			ENGLISH MEASURES and MONEY.		
AUSTRIA.						
Iron and Steel Wares:		*Fl.*	*kr.*		£.	*s.* *d.*
(*c*) Iron rails for railways	per Centner	2	50	per Cwt.	–	5 1
(*d*) Steel, raw, cemented, cast, and refined	„	2	50	„	–	5 1
(*e*) Iron plate, black, iron and steel plate, raw, unpolished, and tires	„	3	50	„	–	7 1
(*f*) 1. Iron plates, polished, tinned, lacquered, or varnished; steel plates, polished; also iron wire, and unpolished steel wire 2. Iron, refined in shaped bars	„	4	00	„	–	8 2
(*g*) Coarse wrought iron, parts of machines, carriages (axletrees, &c.), the component parts of which weigh respectively one centner and upwards; ploughshares, anchors, anchor and ships' chains	„	3	50	„	–	7 1
(*h*) Steel wire, polished, and steel strings for instruments	„	5	00	„	–	10 2
(*i*) Coarse cast wares: as kettles, stoves, plates, wheels, pipes, and grates, each piece weighing more than 25 lbs., and parts of machinery, each part weighing above 100 lbs.	„	1	00	„	–	2 –½
Iron Wares:						
(*j*) Most common: Not partly or wholly polished, smoothed, varnished, enamelled, or lacquered, and not named under (*f*), (*g*), (*i*), (*k*), and (*l*)	„	5	00	„	–	10 2
(*k*) Common: 1. Axes, saws, scythes, sickles chopping knives, chisels, planes, coopers' knives, files, rasps, clothmakers' and tailors' shears, large knives for trade purposes, and pruning knives, polished or not; and wire brushes and sieve bottoms	„	6	00	„	–	12 2
2. All wares named under (*j*) and (*k* 1), combined with common wooden wares						
(*l*) Fine: 1. All articles polished (except those under (*k* 1), painted, lacquered, or varnished (except sewing needles), but not really gilt or silvered, or coated with a gold or silver lacquer						
2. Articles in combination with other materials (except those which come under the head of Fine Leather, India-rubber, or Small Wares) or articles named under (*i*); table knives, scissors, wire gauze and fine wire work (except sieve bottoms); clasps, hooks, wire covered with paper, carding irons, and scrapers	„	15	00	„	1	10 6
3. Arms and parts thereof, crochet and tambour needles, knitting needles, watch springs and watch and clock works, and steel beads						
Sewing needles	„	25	00	„	2	10 10
Small wares, gilt, plated, or lacquered	„	50	00	„	5	1 7

METALS, UNWROUGHT AND WROUGHT—Iron and Steel—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
- - - - - - - - - - - -	AUSTRIA.			
Iron and Steel Wares:	£. s. d.			
(*c*) Iron rails for railways - - -	- per Cwt. - - 5 4	- -	5	
(*d*) Steel, raw, cemented, cast, and refined	- „ - - 5 4	- -	5	
(*e*) Iron plate, black, iron and steel plate, raw, unpolished, and tires - -	- „ - - 8 6	- -	17	
(*f*) Iron plates, polished, tinned, lacquered, or varnished; steel plates, polished; also iron wire, and unpolished steel wire - - -		- -	24	
(*g*) Iron in shaped bars, also coarse wrought iron, parts of machines, carriages (axle-trees, &c.), the component parts of which weigh one centner and upwards; ploughshares, anchors, anchor and ships' chains - - - - - -	- „ - - 10 8	- -	33	
(*h*) Steel wire and steel strings for instruments - - - - - -	- „ - - 10 8	- -	5	
(*i*) All wares half wrought of cast iron, not turned, not polished, nor varnished, and not mixed with other materials -	- „ - - 2 $1\frac{3}{4}$	- -	5	
Kettles, stoves, plates, wheels, pipes, and grates - - - - - -	- „ - - 10 8	- -	81	
Iron Wares:				
(*j*) Most common: Not partly or wholly polished, smoothed, varnished, enamelled, or lacquered - - -	- „ - - 10 8	- -	5	1 July 1865.
(*k*) Common: Tools, knives, shears, &c., sieve bottoms, &c. - - - - -	- „ - - 1 1 4	- -	43	
(*l*) Fine: All articles polished (except those under cast wares, half wrought), varnished, or lacquered (except sewing and knitting needles, steel beads, crochet and tambour needles), but not not really gilt or silvered, or coated with a gold or silver lacquer; all iron wares, combined with other materials (except those which come under the head of Fine Leather, India-rubber, or Small Wares); wire work and wire gauze (except sieve bottoms); knives, scissors, and other articles, clasps, hooks, wire covered with paper, watch springs, carding irons, arms, and parts of arms, and weapons - - - -	- „ - - 1 12 -	- -	5	
Tambour, crochet, and knitting needles -	- „ 2 13 4	- -	44	
Sewing needles - - - - - -	- „ - - 10 13 4	- -	76	
Small wares, gilt, plated, or lacquered -	- „ - - 5 6 8	- -	5	

METALS, UNWROUGHT AND WROUGHT—Iron and Steel—*Continued.*

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		NEW DUTY. ENGLISH MEASURES and MONEY.	
AUSTRIA—*Continued.*				
Machines and Mechanical Instruments:		*Fl. hr.*		£. *s. d.*
Of cast iron	per Centner	2 50	per Cwt.	– 5 1
Of wrought iron or steel	„	4 00	„	– 8 2
Of other common metals not specified	„	7 50	„	– 15 3
Instruments, mathematical, surgical, &c.	„	4 50	„	– 9 2
Arms and Ammunition:				
Shot	„	3 50	„	– 7 1
Percussion caps	„	16 00	„	1 12 6
Arms and parts of arms	*See* Fine Iron Wares.			
Note.—Machinery for the use of national industries may, by special permission, be imported at a reduced rate of duty.				
SWITZERLAND.				
Iron and Steel Wares:		*Frs. cts.*		£. *s. d.*
Wares of cast iron, rough or turned, and cast iron wares tinned, enamelled or lacquered, stoves and heating apparatus of cast iron, detached parts of machines of cast iron; polished, filed, &c., or not, and large cast iron statues	per Swiss Quintal	1 00	per Cwt.	– – 9¾

METALS, UNWROUGHT AND WROUGHT—IRON AND STEEL—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
AUSTRIA—*Continued.*				
MACHINES AND MECHANICAL INSTRUMENTS:	£. s. d.			
Machinery of iron only, or of iron combined with other materials (except leather, India-rubber, or small wares)	per Cwt. – 8 6	- -	40	1 July 1865.
		- -	5	
Not otherwise described	„ 1 12 –	- -	52	
Instruments, mathematical, surgical, &c.	„ 1 1 4	- -	57	
ARMS AND AMMUNITION:				
Shot	„ – 8 6	- -	17	
Percussion caps	„ 5 6 8	- -	70	
Arms and parts of arms	*See* Fine Iron Wares.			
SWITZERLAND.				
IRON AND STEEL WARES:	£. s. d.			
Wares of cast iron, rough or turned, and cast iron wares tinned, enamelled or lacquered, stoves and heating apparatus of cast iron	per Cwt. – 2 10¾	- -	72	1 July 1865.
Machines, and detached parts thereof, of cast iron, polished, filed, &c., or not	„ – 1 7½	- -	50	
Large cast iron statues	„ – 1 2¾	- -	33	

METALS, UNWROUGHT AND WROUGHT—Brass and Copper.

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.	NEW DUTY. ENGLISH MEASURES and MONEY.
THE ZOLLVEREIN.		
Copper, Brass, &c.:	*Thlr. sgr.*	£. *s. d.*
Raw, old broken copper, and old coin (by special permission)	Free	Free
Hammered or rolled, in bars or sheets, and wire	per Centner 1 22½	per Cwt. – 5 4
Sheets and wire, plated	„ 4 0	„ – 12 2
Copper and Brass Wares:		
Wire gauze	„ 3 0	„ – 9 2
Coppersmith's works, such as stills, pans, irons, weights, hooks, hinges, taps, trowels, lamps, candlesticks, snuffers, mortars, bolts, tubes, locks, clasps or handles, scales, and similar coarse wares, not polished or varnished, combined or not, with wood or iron	„ 2 20	„ – 8 2
Other kinds, plain or in combination with other materials (except those included under "*Small Wares*")	„ 4 00	„ – 12 2
Small wares not otherwise enumerated	„ 15 00	„ 2 5 9
BELGIUM		
Copper Sheets, bolts and nails for sheathing of ships (Subject to the regulations of the law of 12 July 1862).	Free	Free
AUSTRIA.		
Brass or Copper:	*Fl. kr.*	£. *s. d.*
Pure or mixed, in blocks, cakes, bars, lumps, &c; also old broken copper, and copper ash	Free	Free
In sheets or plates, wire and strings for instruments; also large castings, as bells and tubes, weighing more than 25 lbs., and other articles weighing more than 100 lbs. each	per Centner 6 00	per Cwt. – 12 2
Note.—Copper cylinders, engraved or not, may be imported, by special permission, for the use of National Stuff printers, at a duty of 75 kreutzers per Centner, 1 *s.* 6 *d.* per Cwt.		
Brass and Copper Wares:		
Cylinders, boilers, bowls, plates, pots, and other kitchen utensils, not otherwise specified	„ 7 50	„ – 15 3
Other kinds, of pure or mixed metal, not gilt, silvered, or lacquered, combined or not with other materials (except fine leather, India-rubber, or small wares); bronze powder and metal foil, writing pens, watch and clock works, and sheets, plates and wire, plated or silvered	„ 15 00	„ 1 10 6

METALS, UNWROUGHT AND WROUGHT—Brass and Copper.

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
THE ZOLLVEREIN.				
Copper, Brass, &c.:	£. s. d.			
Raw, old broken copper, and old coin (by special permission)	per Cwt. – 1 6½	(Duty removed)		
Hammered or rolled, in bars or sheets, common and plated wire, and sheets, plain or plated	„ – 18 3	–	70	
		–	33	
Copper and Brass Wares:				
	– –	–	70	
Kettles, pans, &c., and all other wares of copper and brass, bell founders' ware, braziers' and needlemakers' ware, when not mixed with precious metals; and lacquered copper and brass wares	„ 1 10 6			1 July 1865.
	– –	–	73	
	– –	–	60	
Small wares not otherwise enumerated	„ 7 12 4	–	70	
BELGIUM.				
Copper Sheets, bolts, and nails	10 % *ad val.*	(Duty removed)		16 Aug. 1865.
AUSTRIA.				
Brass or Copper:	£. s. d.			
Pure or mixed, in blocks, cakes, bars, and lumps; also old broken copper and copper ash	per Cwt. – 1 7½	(Duty removed)		
In sheets or plates, wire and strings for instruments; also large castings, as bells and tubes, weighing more than 25 lbs., and other articles weighing more than 100 lbs. each	„ – 16 3	–	25	
Brass and Copper Wares:				1 July 1865.
Of pure or mixed metal, not gilt, silvered, or lacquered; also in combination with other material (except fine leather, India-rubber, or small wares); also bronze powder and metal foil	„ 1 12 –	–	52	
Copper and brass wares, gilt, silvered, or lacquered	„ 5 6 8	–	72 86	

METALS, UNWROUGHT AND WROUGHT—LEAD.

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		NEW DUTY. ENGLISH MEASURES and MONEY.	
THE ZOLLVEREIN.				
LEAD:		*Thlr. sgr.*		£. *s.* *d.*
Raw, in blocks and pigs, and old broken lead	—	Free	—	Free
Rolled, and printing types	per Centner	0 15	per Cwt.	— 1 6¼
LEAD WARES:				
Coarse, as kettles, pipes, shot, wire, &c., not polished or lacquered; also in combination with wood or iron	„	1 00	„	— 3 —½
Fine, and lacquered wares; also if combined with other materials (except those included under "*Small Wares*")	„	4 00	„	— 12 2
Small wares not otherwise enumerated	„	15 00	„	2 5 9
WHITE LEAD	„	1 00	„	— 3 —½
RED LEAD	„	0 7½	„	— — 9¼
BELGIUM.				
LEAD:		*Fr. cts.*		£. *s.* *d.*
Rolled or drawn	—	Free	—	Free
Red lead and litharge, prepared in oil	—	Free	—	Free
SPAIN.				
LEAD, sheets and pipes, and shot:		*Rs. cts.*		£. *s.* *d.*
In Spanish vessels	per 100 Kilos.	8 00	per Cwt.	— — 9¾
In Foreign vessels	„	10 00	„	— 1 —½
AUSTRIA.				
LEAD:		*Fl. kr.*		£. *s.* *d.*
Raw, old lead, refuse, and type metal	per Centner	0 75	per Cwt.	— 1 6¼
Rolled; also printing type, and stereotype plates	„	3 00	„	— 6 1
Cast, as pots, tubes, pipes, shot, &c.; also wire	„	3 50	„	— 7 2
Lead Wares:				
Toys, wholly or partly of lead, varnished or not, and common wares	„	12 00	„	1 4 5
WHITE LEAD	„	2 50	„	— 5 1
RED LEAD	„	1 50	„	— 3 —½
LITHARGE	„	1 00	„	— 2 —½
SWITZERLAND.				
		Frs. cts.		£. *s.* *d.*
LEAD, rolled in sheets, pipes, bullets, and shot	per Swiss Quintal	0 75	per Cwt.	— — 7¼

METALS, UNWROUGHT AND WROUGHT—LEAD.

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
THE ZOLLVEREIN.				
LEAD:				
Raw, in blocks, pigs, and old broken lead	per Cwt. £ – – 9¼	(Duty removed)		
LEAD WARES:				
Coarse, as kettles, pipes, shot sheets, and rolled lead	„ £ – 6 1	–	75	
		–	50	1 July 1865.
Fine, and lacquered wares, wholly or partly of lead	„ £ 1 10 5	–	60	
Small wares not otherwise enumerated	„ £ 7 12 4	–	70	
WHITE LEAD	„ £ – 6 1	–	50	
RED LEAD	„ £ – 3 –⅓	–	75	
BELGIUM.				
LEAD:				
Rolled or drawn	per Cwt. £ – 1 2¾	(Duty removed)		16 Aug. 1865.
Red lead and litharge, prepared in oil	„ £ – 2 5¼	(Duty removed)		16 Aug. 1865.
SPAIN.				
LEAD, in sheets and pipes:				
In Spanish vessels	per Cwt. £ – – 8	23	–	10 June 1865
In Foreign vessels	„ £ – – 9½	28	–	10 June 1865
Shot	Prohibited	(Prohibition removed)		10 June 1865
AUSTRIA.				
LEAD:				
Raw, old lead, refuse, and type metal	per Cwt. £ – 2 1½	–	28	
Pipes, sheets, shot, and printing type, &c., and stereotyped plates	„ £ – 8 6	–	29	
		–	17	
Lead wares:				
Toys, wholly or partly of lead, varnished or not, and common wares	„ £ 1 12 –	–	24	1 July 1865.
WHITE LEAD	„ £ – 5 4	–	5	
RED LEAD	„ £ – 3 2½	–	5	
LITHARGE	„ £ – 3 2½	–	36	
SWITZERLAND.				
LEAD, rolled in sheets, pipes, and shot	per Cwt. £ – 1 2¾	–	50	1 July 1865.

METALS, UNWROUGHT AND WROUGHT—Tin.

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.			NEW DUTY. ENGLISH MEASURES and MONEY.		
THE ZOLLVEREIN.						
Tin:		*Thlr. sgr.*			£. *s.* *d.*	
Rolled, sheets	per Centner	0 15		per Cwt.	– 1	6½
Tin wares:						
Coarse, as wire, pipes, dishes, plates, kettles, and other vessels, not polished or lacquered, also in combination with wood or iron	„	1 00		„	– 3	–½
Fine, and lacquered tin wares, plain or mixed with other materials (except those which come under "*Small wares*")	„	4 00		„	– 12	2
Small wares, not otherwise enumerated	„	15 00		„	2 5	9
BELGIUM.						
Tin, in sheets	–	Free		–	Free	
AUSTRIA.						
Tin:		*Fl. kr.*			£. *s.* *d.*	
Raw, in blocks and bars, and old broken tin	–	Free		–	Free	
Drawn or rolled, as sheets, plates, or wire, and coarse cast-tin articles	per Centner	3 00		per Cwt.	– 6	1
Tin Wares:						
Common, such as cylinders, kettles, plates, &c., and other kitchen utensils	„	5 00		„	– 10	2
Fine tin wares, not gilt or silvered	„	15 00		„	1 10	6

METALS, UNWROUGHT AND WROUGHT—Zinc and Zinc Wares.

THE ZOLLVEREIN.						
Zinc:		*Thlr. sgr.*			£. *s.* *d.*	
Raw and old broken	–	Free		–	Free	
In sheets	per Centner	0 15		per Cwt.	– 1	6½
Wares: coarse, not polished or lacquered, also in combination with wood and iron; and wire	„	1 00		„	– 3	–½
Fine and lacquered wares, plain or mixed with other materials (except those which come under "*Small wares*")	„	4 00		„	– 12	2
Small wares, not otherwise enumerated	„	15 00		„	2 5	9

METALS, UNWROUGHT AND WROUGHT—Tin.

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
THE ZOLLVEREIN.				
Tin:				
Wares, coarse, as dishes, plates, kettles, and other utensils, pipes, and sheets	per Cwt. £. s. d. — 6 1	- -	75	1 July 1865.
		- -	50	
Fine, and lacquered tin wares	„ 1 10 6	- -	60	
Small wares, not otherwise enumerated	„ 7 12 4	- -	70	
BELGIUM.				
Tin, in sheets	per Cwt. £. s. d. — 2 5¼	(Duty removed)		16 Aug. 1865.
AUSTRIA.				
Tin:				
Raw, in block and bars, and old broken tin	per Cwt. £. s. d. — 1 7½	(Duty removed).		1 July 1865
In sheets, plates, or wire, and coarse cast wares	„ — 16 3	- -	62	
Tin wares, not gilt or silvered	„ 1 12 —	- -	68	
		- -	5	

METALS, UNWROUGHT AND WROUGHT—Zinc and Zinc Wares.

THE ZOLLVEREIN.				
Zinc:				
Raw	per Cwt. £. s. d. — 3 —½	(Duty removed).		
Wares: coarse, and in sheets	„ — 10 2	- -	85	1 July 1865.
		- -	70	
Fine and lacquered wares	„ 1 10 6	- -	60	
Small wares, not otherwise enumerated	„ 7 12 4	- -	70	

METALS, UNWROUGHT AND WROUGHT—Zinc and Zinc Wares—*Continued.*

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		NEW DUTY. ENGLISH MEASURES and MONEY.	
BELGIUM.				
Zinc: rolled or drawn	-	Free	-	Free
AUSTRIA.				
Zinc:		*Fl. kr.*		£. *s. d.*
Raw; and old broken refuse	-	Free	-	Free
In plates or sheets	per Centner	2 00	per Cwt.	– 4 –¾
Wire, tubes, and coarse castings, plain or combined with common wood or iron	„	2 50	„	– 5 1
Zinc Wares:				
Common	„	5 00	„	– 10 2
Fine, not plated or gilt	„	15 00	„	1 10 6
SWITZERLAND.				
Zinc:		*Fr. cts.*		£. *s. d.*
In bars or plates	per Swiss Quintal	0 75	per Cwt.	– – 7¼
Rolled; also zinc sheets	„	0 75	„	– – 7¼

METALS, UNWROUGHT AND WROUGHT.—Gold and Silver Wares.

BELGIUM.				
Gold and silver leaf and wire	-	Free	-	Free
AUSTRIA.				
Gold and silver sheet, foil, and leaf; gold and silver wares combined with other materials (except with tissues, precious stones, &c.) and except watches	- per Centner -	*Fl. kr.* 100 00	per Oz. Troy	£. *s. d.* – – 1·47

METALS, UNWROUGHT AND WROUGHT—Zinc and Zinc Wares—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
BELGIUM.				
Zinc: rolled or drawn	per Cwt. £. s. d. – 1 2¾	(Duty removed)		16 Aug. 1865.
AUSTRIA.				
Zinc: Raw; and old broken refuse	per Cwt. £. s. d. – – 10¼	(Duty removed).		1 July 1865.
Plates, tubes, or wire	„ – 8 6	–	52	
Cast, raw; partly wrought, plain, or in combination with other common materials	„ – 16 3	–	69	
Zinc wares, except gilt or plated	„ 1 12 –	–	69	
		–	5	
SWITZERLAND.				
Zinc, in plates	per Cwt. £. s. d. – 1 2¾	–	50	1 July 1865.

METALS, UNWROUGHT AND WROUGHT.—Gold and Silver Wares.

BELGIUM.				
Gold and silver leaf and wire	5 % *ad val.*	Duty removed		16 Aug. 1865.
AUSTRIA.				
Gold and silver leaf, and gold and silver wares, combined with other materials (except with tissues, precious stones, &c.) and except watches	per Oz. Troy £. s. d. – – 1·56	–	5	1 July 1865.

HIDES, SKINS, AND LEATHER.—Unwrought and Wrought.

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.			ENGLISH MEASURES and MONEY.		
RUSSIA.						
Fish-Skin, prepared	-	-	Free	-	-	Free
Parchment, sheets of, pierced for sifting flour	-	-	Free	-	-	Free
THE ZOLLVEREIN.						
		Thlr. *sgr.*			£. *s.* *d.*	
Leather of all kinds (except Brussels and Danish glove leather, Cordovan, Morocco, saffian, and all coloured and lacquered leather), parchment and boot-legs	per Centner	2 00	-	per Cwt.	-	6 1
Leather Wares:						
Coarse: Shoemakers', saddlers', and bagmakers' wares; wares of tanned leather, also in combination with other materials (except those which come under "*Small Wares*")	„	4 00	-	„	-	12 2
Note.—Common shoe and trunkmakers' wares of grey pack linen, canvas, unbleached linen or ticking, and unprinted oilcloth, pay as coarse leather wares.						
Fine: Of Cordovan, saffian, Morocco, Brussels, and Danish leather; of chamois, white-tanned or lacquered leather, and of parchment; also in combination with other materials (except those which come under "*Small Wares*")	„	10 00	-	„	-	1 10 6
Small Wares not otherwise enumerated	„	15 00	-	„	-	2 5 9
Gloves	„	13 10	-	„	-	2 – 8
FRANCE.						
		Fr. *cts.*			£. *s.* *d.*	
Prepared Skins, dyed, varnished, or Morocco leather	per 100 Kilos.	60 00	-	per Cwt.	-	1 4 5

HIDES, SKINS, AND LEATHER—Unwrought and Wrought.

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
RUSSIA.				
Fish-Skin, prepared	per Cwt. £. s. d. – 2 2	Duty removed		21 June 1865.
Parchment, sheets of, pierced for sifting flour	„ £. s. d. – 2 2	Duty removed		21 June 1865.
THE ZOLLVEREIN.				
Leather of all kinds (except Brussels and Danish glove leather, Cordovan, Morocco, saffian, and all coloured and lacquered leather), parchment and boot legs	per Cwt. £. s. d. – 18 3	–	66	
Leather Wares:				
Coarse: shoemakers', saddlers', and bag-makers' wares, also carriages with leather work thereon	„ £. s. d. 1 10 6	–	60	1 July 1865.
Fine: Of Cordovan, saffian, Morocco, Brussels, and Danish leather; of chamois, white-tanned or lacquered leather; and of parchment, saddles and harness, with buckles and rings; and fine shoemaker's wares	„ £. s. d. 3 7 1	–	54	
Small Wares not otherwise enumerated	„ £. s. d. 7 12 4	–	70	
Gloves	„ £. s. d. 6 14 2	–	70	
FRANCE.				
Prepared Skins, dyed, varnished, or Morocco leather	per Cwt. £. s. d. 1 12 6	–	25	1 July 1865.

HIDES, SKINS, AND LEATHER—Unwrought and Wrought—*Continued.*

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.	NEW DUTY. ENGLISH MEASURES and MONEY.
AUSTRIA.		
Prepared Leather:		
Common, not otherwise specified	per Centner — *Fl.* 5 *kr.* 50	per Cwt. — £. 11 *s.* 2 *d.*
Goat and sheep skins, partly or wholly tanned, but not dyed or dressed	„ — 1 00	„ — 2 $-\frac{1}{2}$
Fine: as glove-leather, Cordovan, Morocco, and Russia leather, also dyed (except merely blackened leather), lacquered, gilt, or with pressed ornaments, and parchment	„ — 13 00	„ — 1 6 5
Leather Wares:		
Common: of shoemakers and saddlers, also bellows, articles of common leather combined with wood and common metals; trunk and purse makers' wares, with or without locks, buckles, rings, &c., of common metal, and leather covers	„ — 12 00	„ — 1 4 5
Fine: all articles not enumerated above (except gloves), as pocket books, trunkmakers' wares of chamois or white tanned leather, breeches, caps, whips, strops, stockings, hosiery, and all articles of fine leather; the same wares combined with other common materials; hunting and travelling bags; also saddles and harness, with metal mountings of common or precious metals, or real or false plating	„ — 25 00	„ — 2 10 10
Gloves	„ — 58 00	„ — 5 17 10

INDIA-RUBBER AND GUTTA PERCHA.—Unwrought and Wrought.

RUSSIA.		
Elastic bands of India-rubber, mixed with cotton, flax, or hemp, for use in factories	— Free	— Free
THE ZOLLVEREIN.		
India-rubber and Gutta Percha:		
India-rubber, raw, in the ordinary forms of bottles, &c., and gutta percha, raw, purified or not	— *Thlr. sgr.* Free	— £. *s. d.* Free
India-rubber threads, not mixed with other materials, or merely twisted round with raw unbleached or undyed cotton, linen, or woollen yarns, so that the threads remain visible without untwisting the yarns; India-rubber plates and dissolved India-rubber	per Centner — 0 15	per Cwt. — 1 $6\frac{1}{4}$

- - - HIDES, SKINS, AND LEATHER—Unwrought and Wrought—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
- - - - - - - - - - - - AUSTRIA.				
Prepared Leather:	£. s. d.			
Common, not otherwise specified - -	- per Cwt. - - 16 3	- -	31	1 July 1865.
Goat and sheep skins, partly or wholly tanned, but not dyed or dressed - -	- „ - - 3 2½	- -	36	
Fine, dyed (except merely blackened leather), lacquered, gilt, or with pressed ornaments, and parchment - -	- „ - 1 6 9	- -	1¼	
Leather Wares:				
Common: of shoemakers and saddlers, also bellows, articles of common leather combined with wood and common metals; also trunk and purse makers' wares, with or without locks, buckles, rings, &c., of common metal, and leather covers - - - - - -	- „ - 1 12 -	- -	24	
Fine: all articles not enumerated above (except gloves), as pocket books, trunk-makers' wares of chamois or white tanned leather, breeches, caps, whips, strops, stockings, hosiery, and all articles of fine leather; the same wares combined with other common materials; hunting and travelling bags; also saddles and harness, with metal mountings of common or precious metals, or real or false plating - - - - -	- „ - 4 5 4	- -	40	
Gloves - - - - - - -	- „ - 8 - -	- -	26	

- - INDIA-RUBBER AND GUTTA PERCHA—Unwrought and Wrought.

- - - - - - - - - - - - RUSSIA.				
Elastic bands of India-rubber, mixed with cotton, flax, or hemp, for use in factories - -	- per Cwt. - £. s. d. 1 12 6	-	Duty removed. -	21 June 1865.
- - - - - - - - - - - - THE ZOLLVEREIN.				
India-rubber and Gutta Percha:	£. s. d.			
India-rubber, raw, in the ordinary forms of bottles, &c. - - - - - -	- per Cwt. - - 1 6¼	-	Duty removed. -	1 July 1865.
Gutta percha, raw, purified or not - -	- „ - - 9 2	-	Duty removed. -	
India-rubber threads, not mixed with other materials - - - - - - -	- „ - - 9 2	- -	83	
India rubber threads, spun or twisted over with raw undyed or unbleached cotton, linen, or woollen yarns, so that the threads remain visible without untwisting - - - - - - -	- „ - 1 4 5	- -	94	
India-rubber plates - - - - -	- „ - - 9 2	- -	83	

INDIA RUBBER AND GUTTA PERCHA—Unwrought and Wrought—*Continued.*

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.					NEW DUTY. ENGLISH MEASURES and MONEY.				
THE ZOLLVEREIN—*Continued.*										
India-rubber and Gutta Percha Wares:			*Thlr.*	*sgr.*				£.	*s.*	*d.*
Coarse, shoemakers', saddlers', strapmakers', and trunkmakers' wares; also other unlacquered, undyed, and unprinted wares, plain or mixed with other materials (except those which come under "*Small Wares*")	per Centner		4	00		per Cwt.		–	12	2
Fine, lacquered, dyed, or printed wares, plain or combined with other materials (except those which come under "*Small Wares*"), fine shoemakers' wares and covered threads	„		10	00		„		1	10	6
Waterproof textures of all kinds (covered or saturated with India-rubber)	„		15	00		„		2	5	9
Note.— Printed India-rubber cloth for manufactories and for card leathers (by special permission)	„		2	00		„		–	6	1
Tissues of India-rubber threads mixed with other spinning materials	„		25	00		„		3	16	2
Small wares not otherwise enumerated	„		15	00		„		2	5	9
AUSTRIA.										
India-rubber:			*Fl.*	*kr.*				£.	*s.*	*d.*
In plates or threads, not combined with other materials	per Centner		5	50		per Cwt.		–	11	2
India-rubber Wares:										
Common: all articles of India-rubber or gutta percha not painted, dyed, lacquered, or figured with ornaments, combined or not with wood or common metals	„		12	00		„		1	4	5
Fine: as portfolios, pocket-books, whips, &c., combined or not with wood or common metals	„		25	00		„		2	10	10
Tissues coated or impregnated with India-rubber or gutta percha, or incorporated with layers of such resins	„		25	00		„		2	10	10

INDIA RUBBER AND GUTTA PERCHA—UNWROUGHT AND WROUGHT—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
- - - - - - - - - -	THE ZOLLVEREIN—*Continued.*			
INDIA-RUBBER AND GUTTA PERCHA WARES:	£. s. d.			
Coarse, shoemakers', saddlers', trunk-makers', and other wares - - -	- per Cwt. - 1 10 6	- -	60	
Fine, lacquered, dyed, or printed wares -	- „ - 3 7 1	- -	55	
Waterproof textures - - - - -	Not separately specified -	- New classification.		1 July 1865.
Note.—India-rubber for manufactories, and card leathers (by special permission) - - - - - -	- per Cwt. - - 9 2	- -	33	
Tissues of India-rubber threads mixed with other spinning materials - -	Not separately specified -	- New classification.		
Small wares not otherwise enumerated -	- per Cwt. - 7 12 4	- -	70	
- - - - - - - - - - -	AUSTRIA.			
INDIA-RUBBER:	£. s. d.			
In plates or threads, not combined with other materials - - - - -	- per Cwt. - - 16 3	- -	31	
INDIA-RUBBER WARES:				
Common: all articles of India-rubber or gutta percha, not painted, dyed, lacquered, or figured with ornaments, combined or not with wood or common metals -	- „ - 1 12 -	- -	24	1 July 1865.
Fine: as portfolios, pocket-books, whips, &c., combined or not with wood or common metals - - - - -	- „ - 4 5 4	- -	41	
Tissues coated or impregnated with India-rubber or gutta percha, or incorporated with layers of such resins -	As stuffs according to kind	- -	-	

EARTHENWARE AND PORCELAIN.

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.			ENGLISH MEASURES and MONEY.		
THE ZOLLVEREIN.						
EARTHENWARE:		*Thlr.*	*sgr.*		£.	*s.* *d.*
Bricks, paving and roofing tiles, and other wares of clay for building purposes; clay pipes and tubes, crucibles, common Dutch tiles for stoves, earthen pipes, and common earthenware	- -	- Free	-	- -	- Free	-
Other Earthenware (except Porcelain):						
Plain or white	per Centner	1	22½	per Cwt.	–	5 4
Painted, printed, gilt or silvered	„	2	00	„	–	6 1
PORCELAIN:						
White	„	1	22½	„	–	5 4
White with coloured stripes, coloured, painted or gilt; also earthenware of all kinds mixed with other materials (except those which come under "*Small Wares*")	„	4	00	„	–	12 2
Small wares not otherwise enumerated	„	15	00	„	2	5 9
BELGIUM.						
Fine earthen and stoneware	- -	10 % *ad val.*		- -	10 % *ad val.*	
AUSTRIA.						
EARTHENWARE, PORCELAIN, &c.:		*Fl.*	*kr.*		£.	*s.* *d.*
Most Common:						
All pottery not otherwise specified, glazed or not, black or graphite vessels, tiles, crucibles, &c.	- per Centner -	0	25	- per Cwt. -	–	– 6
Common:						
Crockeryware; one-coloured or white, also with coloured rims (but not gilt or silvered); most common ware, combined with wood or iron, not coloured, varnished, lacquered, or polished; also jugs with covers or mountings of tin	„	4	50	„	–	9 2
Middle Fine:						
Stoneware, of all colours, painted, printed, gilt, or silvered	„	6	00	„	–	12 2
Porcelain, white or with coloured rims, &c. (but not gilt or silvered)						
Fine:						
Porcelain, coloured, painted, printed, gilt, or silvered; also earthenware, combined with other materials (except those which come under the head of Fine Leather, India-rubber, or Small Wares)	„	15	00	„	1	10 6

EARTHENWARE AND PORCELAIN.

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
THE ZOLLVEREIN.					
EARTHENWARE:		£. s. d.			
Common earthenware, as tiles, crucibles, and retorts for glass manufacture	per Cwt.	– 1 –¼	Duty removed.		
Earthen pipes	„	– 15 3			
Other Earthenware (except Porcelain):					
Plain or white	„	– 15 3	–	65	
Painted, printed, gilt or silvered	„	1 10 6	–	80	
PORCELAIN:					
White	„	1 10 6	–	83	
White with coloured stripes, coloured, painted or gilt	„	3 16 2	–	84	1 July 1865.
Earthenware and white porcelain mixed with other materials:					
Combined with common metals	„	1 10 6	–	60	
„ „ precious metals	„	7 12 4	–	92	
Porcelain (except white), combined with common or precious metals	„	7 12 4	–	92	
Small wares not otherwise enumerated	„	7 12 4	–	70	
BELGIUM.					
Fine earthen and stoneware	–	15 % *ad val.*	–	33	16 Aug. 1865.
AUSTRIA.					
EARTHENWARE, PORCELAIN, &c.:		£. s. d.			
Most Common:					
All pottery not otherwise specified, glazed or not, black or graphite vessels, tiles, crucibles, &c.	per Cwt.	– – 10¼	–	41	
Common:					
Crockeryware; one-coloured or white, also with coloured rims (but not gilt or silvered); most common wares, combined with wood or iron, not coloured, varnished, lacquered, or polished; also jugs with covers or mountings of tin	„	– 10 8	–	14	
Middle Fine:					
Crockeryware, of various colours, painted, printed, gilt, or silvered	„	1 1 4	–	43	1 July 1865.
Porcelain, white or with coloured rims, &c. (but not gilt or silvered)	„	1 12 –	–	62	
Fine:					
Earthenware, combined with other common materials	„	1 12 –	–	5	
Superfine:					
Porcelain, coloured, painted, printed, gilt or silvered, or combined with other common materials	„	4 5 4	–	64	

EARTHENWARE AND PORCELAIN—*Continued.*

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.				NEW DUTY. ENGLISH MEASURES and MONEY.			
SWITZERLAND.								
		Fr.	*cts.*			£.	*s.*	*d.*
Glazed tiles	per Swiss Quintal	0	75	per Cwt.		–	–	7½
Apparatus, &c. of stoneware for the manufacture of chemicals	„	2	00	„		–	1	7½

GLASS AND GLASS WARES.

RUSSIA.								
Optical and Burning Glasses (except opera glasses, spectacles, and lorgnettes):		*Roub.*	*cop.*			£.	*s.*	*d.*
Into Baltic and White Sea Ports	per Poud	1	65	per Cwt.		–	16	3
„ Southern Ports	„	1	10	„		–	10	10
THE ZOLLVEREIN.								
Glass and Glass Wares:		*Thlr.*	*sgr.*			£.	*s.*	*d.*
1. Green hollow glass (glass vessels)	per Centner	0	5	per Cwt.		–	–	6
Note.—When loosely packed, 5⅓ Prussian cubic feet are reckoned as equal to a centner.								
2. White hollow glass, not figured nor polished, or with polished or cut stoppers, bottoms or brims only; window and sheet glass of natural colour (green partly and wholly white)	„	0	20	„		–	2	–¼
3. White heavy glass, pressed, polished, smoothed, cut or figured, pendants to chandeliers, buttons, beads, and enamel	„	4	00	„		–	12	2
4. Plate Glass:								
Raw, unpolished	„	0	15	„		–	1	6¼
Polished, silvered, or not	„	4	00	„		–	12	2
5. Coloured, painted, or gilt glass, of all shapes, and glass wares combined with other materials (except those which come under "*Small Wares*")	„	6	00	„		–	18	3
Note to 3 and 5.—Glass in masses or lumps, and glass tubes and sticks, of any colour, for bead manufacture and glass-blowing, also glazing material in the mass	„	0	15	„		–	1	6¼
Small wares, not otherwise enumerated	„	15	00	„		2	5	9

EARTHENWARE AND PORCELAIN—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
SWITZERLAND.				
Glazed tiles	per Cwt. £. s. d. — 1 2¾	-	50	1 July 1865.
Apparatus, &c. of stoneware for the manufacture of chemicals	Not separately specified	-	-	1 July 1865.

GLASS AND GLASS WARES.

RUSSIA.				
Optical and Burning Glasses (except opera glasses, spectacles, and lorgnettes)	per Cwt. £. s. d. 2 3 4	-	62 / 75	21 June 1865.
THE ZOLLVEREIN.				
Glass and Glass Wares:				
Green hollow glass (glass vessels)	per Cwt. £. s. d. — 3 -½	-	83	
Note.—When loosely packed, 5⅓ Prussian cubic feet are reckoned as equal to a centner.				
White hollow glass, not figured nor polished, window and sheet glass of natural colour (green, half, and wholly white)	„ — 9 2	-	78	
White hollow glass, with cut or polished stoppers, bottoms or brims	„ — 13 9	-	85	
White heavy glass, pressed, polished, cut, or figured, pendants to chandeliers, buttons, pearls, and enamel	„ — 18 3	-	33	
Plate Glass:				
Raw, unpolished	„ — 1 6¼	New classification		1 July 1865.
Cast, silvered or not, under 288 square Prussian inches	„ from — 18 3 to 1 4 5	New classification		1 July 1865.
„ above 288 „ „	per Piece from — 3 — to 4 10 —	New classification		1 July 1865.
Blown, silvered or no	per Cwt. — 9 2	New classification		1 July 1865.
Coloured, painted, or gilt glasses, also glass wares, combined with common metals, &c., and looking-glasses	„ 1 10 6	-	40	
Small wares, not otherwise enumerated	„ 7 12 4	-	70	

GLASS AND GLASS WARES—*Continued.*

ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		NEW DUTY. ENGLISH MEASURES and MONEY.	
AUSTRIA.				
GLASS AND GLASS WARES:		*Fl. kr.*		*£. s. d.*
Most Common:				
Hollow glass (glass vessels), green, black, yellow, of natural colour, neither pressed, polished, or ground; also glass in rough masses; sheet, bars and lumps, and enamel in masses	per Centner	0 75	per Cwt.	– 1 6¼
Common:				
White hollow, not pressed or figured, also with common stoppers, and window and table glass of natural colour (green, white, or whitish)	„	2 25	„	– 4 6¾
Middle Fine:				
White glass, pressed, polished, ground, cut, or figured, appendages to chandeliers, glass buttons and beads, and glass enamel	„	7 25	„	– 14 9
Fine:				
All glass, coloured, painted, gilt, silvered, or inlaid with cameos, and imitation gems, unset	„	10 50	„	1 1 4
Superfine:				
All glass and enamelled wares in combination with other materials (except those which come under the head of fine leather, India-rubber, or small wares)	„	15 00	„	1 10 6
Mirrors, unframed, silvered or not, measuring above 284 square Vienna inches, and framed mirrors and looking-glasses	„	15 00	„	1 10 6
SWITZERLAND.				
		Fr. cts.		*£. s. d.*
PLATE GLASS, not silvered, of all sizes	per Swiss Quintal	8 00	per Cwt.	– 6 6

GLASS AND GLASS WARES—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
AUSTRIA.				
GLASS AND GLASS WARES:		£. s. d.		
Most Common:				
Hollow glass (glass vessels), green, black, yellow, of natural colour, neither pressed, polished, or ground; also glass in rough masses, sheets, bars and lumps, and enamel in masses	per Cwt.	– 3 2½	–	51
Common:				
White, hollow, not pressed, or figured, also with common stoppers, and window and table glass of natural colour, green, white, or whitish	„	– 10 8	–	57
Middle Fine:				
White glass, pressed, polished, cut, or figured, appendages to chandeliers, glass buttons, beads, and glass enamel	„	1 1 4	–	31
Fine:				
All glass, coloured, painted, gilt, silvered, or inlaid with cameos, and imitation gems, unset	„	1 12 –	–	33
Superfine:				
All glass and enamelled wares combined with other materials (except those which come under the head of fine leather, India-rubber, or small wares)	„	1 12 –	–	5
Mirrors, unframed or framed, silvered or not, measuring above 284 square inches	„	2 2 8	–	29
Looking-glasses framed, of less than 284 square Vienna inches	„	1 12 –	–	5
SWITZERLAND.				
		£. s. d.		
MIRRORS and plate glass, silvered or not, of two feet square or less	per Cwt.	– 6 6	–	–
MIRRORS and plate glass, silvered or not, of more than two feet square, including the frame	„	– 12 2	–	47

CHEMICALS:—ALKALI.

TARIFF OF	ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
					£. s. d.
The Zollverein	Soda ash and bicarbonate of soda	per Centner	0 *Thlr.* 20 *sgr.*	per Cwt.	– 2 –½
	Soda, raw, natural or artificial, and crystals of soda	„	0 „ 07½ „	„	– – 9¼
Austria	Bicarbonate of soda	„	1 *Fl.* 50 *kr.*	„	– 3 –½
	Caustic soda	„	2 „ 50 „	„	– 5 1
Switzerland	Caustic soda	per Swiss Quintal	0 *Fr.* 75 *cts.*	„	– – 7¼

CHEMICALS:—ALUM.

				£. s. d.
The Zollverein	per Centner	0 *Thlr.* 20 *sgr.*	per Cwt.	– 2 –½
Belgium	–	Free	–	Free
Austria	per Centner	1 *Fl.* 50 *kr.*	per Cwt.	– 3 –½

CHEMICALS:—ARSENIC, WHITE.

The Zollverein	–	Free	–	Free
Belgium	–	Free	–	Free
Austria	–	Free	–	Free

CHEMICALS:—BARYTES.

				£. s. d.
Belgium	–	Free	–	Free
Austria — Sulphate of barytes	per Centner	0 *Fl.* 75 *kr.*	per Cwt.	– 1 6¼

CHEMICALS:—BLEACHING MATERIALS.

					£. s. d.
The Zollverein	Chloride of lime	per Centner	0 *Thlr.* 15 *sgr.*	per Cwt.	– 1 6¼
	Sulphite of soda	„	0 „ 05 „	„	– – 6
Belgium	Chloride of lime	–	Free	–	Free
	Bichromate of potash	–	Free	–	Free
Austria	Chloride of lime	per Centner	1 *Fl.* 50 *kr.*	per Cwt.	– 3 –½
	Chromates of potash	„	1 „ 50 „	„	– 3 –½

CHEMICALS:—BORAX (Refined).

				£. s. d.
The Zollverein	–	Free	–	Free
Austria	per Centner	1 *Fl.* 50 *kr.*	per Cwt.	– 3 –½

CHEMICALS:—ALKALI.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	£. s. d.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
The Zollverein	Soda ash	per Cwt.	– 3 –½	–	33	1 July 1865.
	Soda, raw, and crystals of soda	„	– 3 –½	–	75	
Austria	Bicarbonate of soda	„	– 10 8	–	71	
	Caustic soda	„	– 10 8	–	52	
Switzerland	Caustic soda	„	– 2 10¾	–	78	

CHEMICALS:—ALUM.

The Zollverein	per Cwt.	– 4 –¾	–	50	1 July 1865.
Belgium	„	– – 9¾	Duty removed		16 Aug. 1865.
Austria	„	– 3 2½	–	5	1 July 1865.

CHEMICALS:—ARSENIC, WHITE.

The Zollverein	per Cwt.	– 1 6¼	Duty removed		1 July 1865.
Belgium	„	– – 9¾			
Austria	„	– 1 7½			

CHEMICALS:—BARYTES.

Belgium	per Cwt.	– – 9¾	(Duty removed)		16 Aug. 1865.
Austria — Sulphate of barytes	„	– 10 8	–	86	1 July 1865.

CHEMICALS:—BLEACHING MATERIALS.

The Zollverein	Chloride of lime	per Cwt.	– 6 1	–	75	1 July 1865.
	Sulphite of soda	„	– 1 6¼	–	66	
Belgium	Chloride of lime	„	– – 9¾	(Duty removed)		16 Aug. 1865.
	Bichromate of potash	„	– – 9¾	ditto		
Austria	Chloride of lime	„	– 5 4	–	43	1 July 1865.
	Chromates of potash	„	– 5 4	–	43	

CHEMICALS:—BORAX (Refined).

The Zollverein	per Cwt.	– 1 6¼	(Duty removed)		1 July 1865.
Austria	„	– 3 2½	–	5	

CHEMICALS:—BRIMSTONE.

TARIFF OF	ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
					£. s. d.
Switzerland		per Swiss Quintal	0 *Frs.* 75 *cts.*	per Cwt.	– – 7½

CHEMICALS:—COPPERAS.

					£. s. d.
The Zollverein	Blue, mixed green and blue, and white	per Centner	0 *Thlr.* 15 *sgr.*	per Cwt.	– 1 6¼
	Green	„	0 „ 05 „	„	– – 6
Austria	Green	„	0 *Fl.* 25 *kr.*	„	– – 6
	Blue, white, and Admont	„	0 „ 75 „	„	– 1 6¼

CHEMICALS:—EPSOM SALTS.

Belgium	–	Free	–	Free
Austria	–	Free	–	Free

CHEMICALS:—SAL AMMONIAC.

					£. s. d.
The Zollverein	per Centner	1 *Thlr.* 00 *sgr.*	per Cwt.	– 3 –½
Belgium	–	Free	–	Free
Austria	per Centner	1 *Fl.* 50 *kr.*	per Cwt.	– 3 –½

CHEMICALS:—SALTPETRE.

					£. s. d.
Austria	Saltpetre, raw, nitrate of potash	–	Free	–	Free
	„ refined	per Centner	0 *Fl.* 75 *kr.*	per Cwt.	– 1 6¼
Switzerland	All kinds	per Swiss Quintal	0 *Fr.* 30 *cts.*	„	– – 2¾

PERFUMERY, &c.

					£. s. d.
The Zollverein	Scented soap	per Centner	2 *Thlr.* 00 *sgr.*	per Cwt.	– 6 1
Belgium	Scented soap	per 100 Kilos.	6 *Fr.* 00 *cts.*	„	– 2 5¼
Austria	Perfumery wares	per Centner	15 *Fl.* 00 *kr.*	„	1 10 6
Switzerland	Scented soap	per Swiss Quintal	0 *Fr.* 75 *cts.*	„	– – 7¼

CHEMICALS:—BRIMSTONE.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
Switzerland		per Cwt.	– 1 $2\frac{3}{4}$	–	50	1 July 1865.

CHEMICALS:—COPPERAS.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	£. s. d.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
The Zollverein	Blue, mixed green and blue, and white	per Cwt.	– 3 $-\frac{1}{2}$	–	50	1 July 1865.
	Green	– „ –	– – 9	–	33	
Austria	Green	– „ –	– – $10\frac{1}{4}$	–	41	
	Blue, white, and Admont	– „ –	– 3 $2\frac{1}{2}$	–	51	

CHEMICALS:—EPSOM SALTS.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	£. s. d.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
Belgium		per Cwt.	– – $9\frac{3}{4}$	– (Duty removed) –		16 Aug. 1865.
Austria		– „ –	– 1 $7\frac{1}{2}$	– – ditto – –		1 July 1865.

CHEMICALS:—SAL AMMONIAC.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	£. s. d.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
The Zollverein		per Cwt.	– 10 2	–	70	1 July 1865.
Belgium		– „ –	– – $9\frac{3}{4}$	– (Duty removed) –		16 Aug. 1865.
Austria		– „ –	– 3 $2\frac{1}{2}$	–	5	1 July 1865.

CHEMICALS:—SALTPETRE.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	£. s. d.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
Austria	Saltpetre, raw, nitrate of potash	per Cwt,	– – $10\frac{1}{4}$	– (Duty removed) –		1 July 1865.
	„ refined	– „ –	– 1 $7\frac{1}{2}$	–	6	
Switzerland	All kinds	– „ –	– – $7\frac{1}{4}$	–	60	

PERFUMERY, &c.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	£. s. d.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
The Zollverein	Scented soap	per Cwt.	1 10 6	–	80	1 July 1865.
Belgium	Scented soap	– „ –	– 4 $-\frac{3}{4}$	–	40	16 Aug. 1865.
Austria	Perfumery wares	– „ –	5 6 8 to 10 13 4	(New classification) –		1 July 1865.
Switzerland	Scented soap	– „ –	– 12 2	(New classification) –		

PAPER, &c., STATIONERY AND BOOKS.

ARTICLES.	NEW DUTY.			
	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
THE ZOLLVEREIN.				
PAPER:		*Thlr. sgr.*		£. *s. d.*
Unsized, common, coarse grey, half white, and coloured paper	per Centner	1 00	per Cwt.	– 3 –½
Other kinds, lithographing, printed or ruled and account paper; labels, tickets, bills of lading, &c., painters' pasteboard; paper hangings; articles of paper, pasteboard, or paper paste; articles of stone paste, asphalt and similar materials	„	1 10	„	– 4 –¾
Articles made of the materials specified in the foregoing class, combined with other materials (except those which come under "*Small wares*")	„	4 00	„	– 12 2
Small wares, not otherwise enumerated	„	15 00	„	2 5 9
Books (of all languages), engravings and wood-cuts, lithographs, photographs, maps, charts, and music		Free		Free
Pencils, lead	per Centner	4 00	per Cwt.	– 12 2
BELGIUM.				
		Fr. cts.		£. *s. d.*
PAPER of all kinds (except hangings)	per 100 Kilos.	4 00	per Cwt.	– 1 7½
SPAIN.				
		Ecu. mill.		£. *s. d.*
PAPER for Writing, Printing, or Packing, unsized or half-sized:				
In Spanish vessels	per Kilog.	0 ·040	per Cwt.	– 4 –¾
In foreign vessels	„	0 ·048	„	– 4 10½

PAPER, &c., STATIONERY AND BOOKS.

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
THE ZOLLVEREIN.				
PAPER:				
Unsized, common, coarse, grey, and half white printing paper, and coarse white and coloured packing paper	per Cwt. £. s. d. — 3 —½	- (Duty unaltered.)		
Sized and fine unsized paper, lithographed, printed or ruled for accounts and bills of lading, labels, tickets, common picture sheets, and painters' pasteboard	- „ - — 15 3	- -	73	1 July 1865.
Paper hangings	- „ - 3 — 11	- -	93	
Articles of paper, pasteboard, &c.	- „ - 1 10 6	- -	86	
Small wares, not otherwise enumerated	- „ - 7 12 4	- -	70	
Books, engravings, lithographs, maps, and music	- „ - — 1 6½	- (Duty removed) -		
Pencils, lead	- „ - 1 10 6	- -	60	
BELGIUM.				
PAPER of all kinds (except hangings)	per Cwt. £. s. d. — 3 3	- -	50	16 Aug. 1865.
SPAIN.				
PAPER for Writing, Printing, or Packing, unsized or sized;				
In Spanish vessels	- - 10 % *ad val.*	From *ad val.* to specific		July 1865.
In foreign vessels	- - 12 % *ad val.*			

PAPER, &c., STATIONERY AND BOOKS—*Continued.*

ARTICLES.	NEW DUTY.			
	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
AUSTRIA.				
PAPER:		*Fl. kr.*		£. *s. d.*
Most common: grey blotting and rough packing paper; also coloured, lacquered, or coated over with graphite, asphaltum, or tar; stone-paper and pasteboard, boards for cloth pressing, patent wood and paper pulp	per Centner	0 75	per Cwt.	– 1 6¼
Common: all not specified unsized paper	„	2 75	„	– 5 7
Fine: sized, coloured, lithographed, printed, or ruled for labels, accounts, &c.; also oil-paper and pasteboard for painters	„	5 50	„	– 11 2
Superfine: gold and silver paper, paper with gold or silver patterns, real or false, and bronzed, pressed, and pierced paper; strips of such paper, and indestructible paper	„	12 50	„	1 5 5
PAPER HANGINGS	„	12 50	„	1 5 5
PAPER WARES (except hangings or playing cards): of paper or pasteboard, carton pierre, asphaltum, &c., lacquered or not; and articles of papier maché, combined or not with other materials (except those which come under the head of fine leather, India-rubber, or small wares)	„	12 50	„	1 5 5
PENCILS, lead	„	15 00	„	1 10 6
SEALING WAX	„	5 00	„	– 10 2
SWITZERLAND.				
		Fr. cts.		£. *s. d.*
PRINTED BOOKS	per Swiss Quintal	0 50	per Cwt.	– – 4¾
RAGS, of all kinds	per Collier	0 60	per Load	– – 5¾

PAPER, &c., STATIONERY AND BOOKS—*Continued.*

ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
AUSTRIA.				
PAPER:	£. s. d.			
Most common: grey blotting and rough packing paper; also coloured, lacquered, or coated over with graphite, asphaltum, or tar	per Cwt. – 1 7½	-	6	1 July 1865.
Common: all not specified unsized paper	„ – 6 5	-	12	
Fine: sized, coloured, lithographed, printed or ruled for labels, accounts, &c.; also oil-paper and painters' pasteboard	„ – 16 3	-	31	
Superfine: gold and silver paper, paper with gold and silver patterns, real or false, and bronzed, pressed, and pierced paper; also strips of such paper	„ 1 12 –	-	21	
PAPER HANGINGS	„ 3 4 –	-	60	
PAPER WARES (except hangings or playing cards): of paper or pasteboard, carton pierre, asphaltum, &c., lacquered or not; and articles of papier maché, combined or not with other materials (except those which come under the head of fine leather, India-rubber, or small wares)	„ 1 12 –	-	21	
PENCILS, lead	„ 1 12 –	-	5	
SEALING WAX	„ – 10 8	-	5	
SWITZERLAND.				
	£. s. d.			
PRINTED BOOKS	per Cwt. – 2 10¾	-	85	July 1865.
RAGS, of all kinds	„ – – 1½	New classification	-	

OILS, MINERALS, &c.:—SEED OILS.

TARIFF OF	ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
					£. s. d.
Belgium		- -	- Free -	- -	- Free -
Switzerland		per Swiss Quintal	0 *Fr.* 50 *cts.*	- per Cwt. -	- - 4¾

OILS, MINERALS, &c.:—OIL CAKE.

The Zollverein		- -	- Free -	- -	- Free -

OILS, MINERALS, &c.:—GREASE.

					£. s. d.
Russia	Grease and fat	- -	- Free -	- -	- Free -
France	Fat of fish	per 100 Kilos.	6 *Fr.* 00 *cts.*	- per Cwt. -	- 2 5¼

OILS, MINERALS, &c.:—CANDLES.

					£. s. d.
Russia	Wax candles	- -	- Free -	- -	- Free -
The Zollverein	Tallow and stearine	per Centner	1 *Thlr.* 15 *sgr.*	- per Cwt. -	- 4 6¼
	Other kinds	- „ -	2 „ 00 „	- „ -	- 6 1
Switzerland	Candles, wax and spermaceti	per Swiss Quintal	8 *Fr.* 00 *cts.*	- „ -	- 6 6

OILS, MINERALS, &c.:—SOAP.

					£. s. d.
The Zollverein	Green and black	per Centner	0 *Thlr.* 25 *sgr.*	- per Cwt. -	- 2 6½
	Common, white and soft	- „ -	0 „ 25 „	- „ -	- 2 6½
	Fine, in tablets, cakes, &c.	- „ -	2 „ 00 „	- „ -	- 6 1
Belgium	Soap	per 100 Kilos.	6 *Fr.* 00 *cts.*	- „ -	- 2 5¼
Switzerland	Soap, common hard	per Swiss Quintal	0 „ 75 „	- „ -	- - 7¼
	„ scented	- „ -	0 „ 75 „	- „ -	- - 7¼

OILS, MINERALS, &c.:—SEED OILS.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
Belgium		per Cwt.	– 2 5¼	Duty removed		16 Aug. 1865.
Switzerland		„	– – 2¾	66		1 July 1865.

OILS, MINERALS, &c.:—OIL CAKE.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
The Zollverein		per Cwt.	– – 1½	Duty removed		1 July 1865.

OILS, MINERALS, &c.:—GREASE.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
Russia	Animal and fish fat of all kinds, into Russia and Poland	per Cwt.	– 3 3	Duty removed		21 June 1865.
France	Fat of fish	„	– 3 3	–	25	1 July 1865.

OILS, MINERALS, &c.:—CANDLES.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
Russia	Wax candles	per Cwt.	1 1 8	Duty removed		21 June 1865.
The Zollverein	All kinds	„	– 18 3	–	75	1 July 1865.
				–	66	
Switzerland	Candles, wax and spermaceti	„	– 12 2	–	46	

OILS, MINERALS, &c.:—SOAP.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
The Zollverein	Green and black	per Cwt.	– 3 –½	–	16	1 July 1865.
	Common, white and soft	„	– 10 2	–	75	
	Fine, in tablets, cakes, &c.	„	1 10 6	–	80	
Belgium	Soap	„	– 4 –¾	–	40	16 Aug. 1865.
Switzerland	Soap, common hard	„	– 1 7½	–	62	1 July 1865.
	„ scented	„	– 12 2	–	95	

OILS, MINERALS, &c.:—NAPTHA

TARIFF OF	ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
					£. s. d.
The Zollverein			Free		Free
Austria	White and red naptha	per Centner	0 *Fl.* 75 *kr.*	per Cwt.	– 1 6¼
Switzerland		per Swiss Quintal	0 *Fr.* 50 *cts.*	„	– – 4¾

OILS, MINERALS, &c.:—TURPENTINE

TARIFF OF	ARTICLES.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
					£. s. d.
The Zollverein	Turpentine (oil and spirits of)		Free		Free
Austria	Oil of turpentine	per Centner	0 *Fl.* 75 *kr.*	per Cwt.	– 1 6¼

OILS, MINERALS, &c.:—PITCH.

TARIFF OF	ARTICLES.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
The Zollverein			Free		Free

OILS, MINERALS, &c.:—COALS, CINDERS, AND PATENT FUEL.

TARIFF OF	ARTICLES.		FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
						£. s. d.
The Zollverein	Coals			Free		Free
Belgium	Coals, &c.	From 1 July 1865	per 1,000 Kils.	0 *Frs.* 50 *cts.*	per Ton	– – 4¾
		From 1 July 1866		Free		Free

OILS, MINERALS, &c.:—NAPTHA.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.	£. s. d.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
The Zollverein		per Cwt.	– 1 6¼	Duty removed		
Austria	White and red naptha	„	– 1 7½		6	1 July 1865.
Switzerland		„	– – 2¾	66		

OILS, MINERALS, &c.:—TURPENTINE.

TARIFF OF	ARTICLES.		£. s. d.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
The Zollverein	Turpentine (oil and spirits of)	per Cwt.	– 1 –¼	(Duty removed)		1 July 1865.
Austria	Oil of turpentine	„	– 1 7½		6	

OILS, MINERALS, &c.:—PITCH.

TARIFF OF	ARTICLES.		£. s. d.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
The Zollverein		per Cwt.	– – 6	(Duty removed)		1 July 1865.

OILS, MINERALS, &c.:—COALS, CINDERS, AND PATENT FUEL.

TARIFF OF	ARTICLES.		£. s. d.	INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
The Zollverein	Coals	per Ton	– 2 6½	Duty removed		
Belgium	Coals, &c.	„	– – 9½	– –	50	1 July 1865.
				(Duty removed)		

ARTICLES OF FOOD:—BACON AND HAMS.

TARIFF OF	ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
					£. s. d.
The Zollverein		per Centner	0 *Thlr.* 15 *sgr.*	per Cwt.	– 1 6¼
Switzerland		per Swiss Quintal	2 *Frs.* 00 *cts.*	„	– 1 7½

ARTICLES OF FOOD:—BUTTER.

					£. s. d.
Switzerland		per Swiss Quintal	0 *Frs.* 50 *cts.*	per Cwt.	– – 4¾

ARTICLES OF FOOD:—CHEESE.

					£. s. d.
Russia	Into Russia and Poland	per Poud	4 *Rbl.* 95 *cop.*	per Cwt.	2 8 9
Austria		per Centner	4 *Fl.* 50 *kr.*	„	– 9 2
Switzerland		per Swiss Quintal	2 *Frs.* 00 *cts.*	„	– 1 7½

ARTICLES OF FOOD:—BEEF, SALTED.

					£. s. d.
The Zollverein		per Centner	0 *Thlr.* 15 *sgr.*	per Cwt.	– 1 6¼
Switzerland		per Swiss Quintal	2 *Frs.* 00 *cts.*	„	– 1 7½

ARTICLES OF FOOD:—PORK, SALTED.

					£. s. d.
The Zollverein		per Centner	0 *Thlr.* 15 *sgr.*	per Cwt.	– 1 6¼
Switzerland		per Swiss Quintal	2 *Frs.* 00 *cts.*	„	– 1 7½

ARTICLES OF FOOD:—COCOA (PREPARED) AND CHOCOLATE.

					£. s. d.
Belgium	Cocoa, prepared, and chocolate	per 100 Kils.	30 *Frs.* 00 *cts.*	per Cwt.	– 12 2
Switzerland	Chocolate	per Swiss Quintal	8 „ 00 „	„	– 6 6

- - - - - ARTICLES OF FOOD:—BACON AND HAMS.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
The Zollverein - - - - - - - -		per Cwt. -	- 6 1	- -	75	1 July 1865.
Switzerland - - - - - - - - -		- „ -	- 2 10¾	- -	33	

- - - - - - ARTICLES OF FOOD:—BUTTER.

			£ s. d.			
Switzerland - - - - - - - - - -		per Cwt. -	- - 7¼	- -	42	July 1865.

- - - - - - ARTICLES OF FOOD:—CHEESE.

			£. s. d.			
Russia - - -	Into Russia and Poland - -	per Cwt. -	2 14 2	- -	10	21 June 1865.
Austria - - - - - - - - -		- „ -	- 10 8	- -	14	1 July 1865.
Switzerland - - - - - - - -		- „ -	- 2 10¾	- -	42	

- - - - - ARTICLES OF FOOD:—BEEF, SALTED.

			£. s. d.			
The Zollverein - - - - - - - -		per Cwt. -	- 6 1	- -	75	1 July 1865.
Switzerland - - - - - - - - -		- „ -	- 2 10¾	- -	42	

- - - - - ARTICLES OF FOOD:—PORK, SALTED.

			£. s. d.			
The Zollverein - - - - - - - -		per Cwt.	- 6 1	- -	75	1 July 1865.
Switzerland - - - - - - - - -		- „ -	- 2 10¾	- -	42	

- - ARTICLES OF FOOD:—COCOA (PREPARED) AND CHOCOLATE.

			£. s. d.			
Belgium - -	Cocoa, prepared, and chocolate -	per Cwt.	- 12 5	- -	1½	16 Aug. 1865.
Switzerland -	Chocolate - - - - -	- „ -	- 12 2	- -	46	1 July 1865.

ARTICLES OF FOOD:—CONFECTIONERY.

TARIFF OF	ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.		£. s. d.
The Zollverein		per Centner	7 *Thlr.* 00 *sgr.*	per Cwt.		- - -
Belgium		per 100 Kils.	60 *Frs.* 00 *cts.*	„		1 4 4
Switzerland		per Swiss Quintal	8 „ 00 „	„		- 6 6

ARTICLES OF FOOD:—FISH.

TARIFF OF	ARTICLES.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.		£. s. d.
The Zollverein	Lobsters, mussels, oysters, and turtle	per Centner	2 *Thlr.* 00 *sgr.*	per Cwt.		- 6 1
Belgium	Lobster and oysters	per 100 Kils.	1 *Frs.* 00 *cts.*	„		- - 4¾
	Fresh fish and codfish: To 30 June 1866	- „ -	3 „ 00 „	„		- 1 2½
	Fresh fish and codfish: From 1 July 1866	- „ -	1 „ 00 „	„		- - 4¾
Austria	Fish, fresh, including shellfish	per Centner	0 *Fl.* 75 *kr.*	„		- 1 6¼
	Herrings and red herrings, salted, to 1 Feb. 1866	- „ -	1 „ 50 „	„		- 3 -½
	from 1 Feb. 1866	- „ -	0 „ 50 „	„		- 1 -¼
	Pilchards, cod, or Stockfish, smoked or salted	- „ -	1 „ 50 „	„		- 3 -½
	Other fish, salted, smoked, dried, &c.	- „ -	2 „ 00 „	„		- 4 -¾
Switzerland	Fish, salted, dried, or smoked, &c. prepared in oil in vessels above 10 lbs. in weight	per Swiss Quintal	2 *Frs.* 00 *cts.*	„		- 1 7½

ARTICLES OF FOOD:—SUGAR.

TARIFF OF	ARTICLES.	FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.		£. s. d.
Belgium	Raw sugar (including cane juice and bastards)	- -	- Free -	- -		- Free.
	(Excise duty on raw sugar)	per 100 Kils.	45 *Frs.* 00 *cts.*	per Cwt.		- 18 3
	Refined Sugar (Excise duty included): Candy	- „ -	56 „ 57 „	„		1 3 -
	Loaf	- „ -	52 „ 87 „	„		1 1 5
	Powdered, above No. 18	- „ -	52 „ 87 „	„		1 1 5
	Molasses containing 50% or more of saccharine matter, and manufactured syrups containing crystallisable sugar	Same as Raw Sugar		Same as Raw Sugar.		
	Molasses, incrystallisable, from sugar refineries containing less than 50% of saccharine matter	per 100 Kils.	15 *Frs.* 00 *cts.*	per Cwt.		- 6 1
France	Refined Sugar; In loaf, or grain, or equal thereto	- „ -	50 „ 60 „	„		1 - 7
	Candy	- „ -	54 „ 15 „	„		1 2 -

ARTICLES OF FOOD:—CONFECTIONERY.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
The Zollverein		per Cwt.	1 13 6	- -	36	1 July 1865.
Belgium		- „ -	1 16 7	- -	33	16 Aug. 1865.
Switzerland		- „ -	- 12 2	- -	46	1 July 1865.

ARTICLES OF FOOD:—FISH.

			£. s. d.			
The Zollverein	Lobsters, mussels, oysters, and turtle	per Cwt.	- 12 2	- -	50	1 July 1865.
Belgium	Lobsters and oysters	- „ -	- 4 -¾	- -	90	16 Aug. 1865.
	Fresh fish and codfish	- „ -	- 1 7½	- -	25 75	
Austria	Fish, fresh, except shellfish	- „ -	- 3 2½	- -	53	1 July 1865.
	Shellfish, as oysters, mussels, lobsters, crabs, &c.	- „ -	- 5 4	- -	43	
	Herrings, all kinds, and Stockfish	- „ -	- 3 2½	- -	5	
	Other kinds, salted, smoked, dried, &c.	- „ -	- 5 4	- -	24	
Switzerland	Fish, salted, dried, or smoked, and prepared in oil in vessels above 10 lbs. in weight	- „ -	- 2 10¾	- -	42	

ARTICLES OF FOOD:—SUGAR.

			£. s. d.			
Belgium	Raw sugar (including Excise duty)	per Cwt.	- 18 9	- -	2½	16 Aug. 1865.
	Refined, mélis, lump and candy (Excise duty included)	- „ -	1 4 5	- -	6	
				- -	12	
				- -	12	
	Molasses for other purposes than distillation	- „ -	1 16 7	- -	- -	
France	Refined sugar	- „ -	- 19 11	- New classification -		1 Aug. 1865.
	Assimilated to refined and powdered white, above No. 20	- „ -	- 19 1			

ARTICLES OF FOOD:—PICKLES AND SAUCES.

TARIFF OF	ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.		£. s. d.
The Zollverein	Pickles and sauces	per Centner	7 *Thlr.* 00 *sgr.*	per Cwt.		1 1 4
France	Pickles:					
	Fruits, preserved cucumbers and gherkins	per 100 Kilos.	8 *Fr.* 00 *cts.*	„		– 3 3
	„ Olives	„	8 „ 00 „	„		– 3 3
	„ Capers	„	8 „ 00 „	„		– 3 3
	„ Others	„	8 „ 00 „	„		– 3 3
	Vegetables	„	3 „ 00 „	„		– 1 2½
Switzerland	Pickles, in vessels of less than 10 lbs.	per Swiss Quintal	8 „ 00 „	„		– 6 6
	Sauces	„	8 „ 00 „	„		– 6 6

ARTICLES OF FOOD:—SPIRITS.

						£. s. d.
The Zollverein	All kinds	per Centner	6 *Thlr.* 00 *sgr.*	per Lb.		– – 2
Switzerland	In bottles	per Swiss Quintal	8 *Fr.* 00 *cts.*	„		– – $\frac{5}{8}$
	In addition to the above, Excise Duties, varying in amount, are levied in each Canton.					

ARTICLES OF FOOD:—BEER AND ALE.

						£. s. d.
The Zollverein	All kinds	per Centner	0 *Thlr.* 20 *sgr.*	per Lb.		– – $\frac{1}{4}$
Austria	In casks	„	1 *Fl.* 50 *kr.*	„		– – $\frac{1}{4}$
	In bottles	„	5 „ 00 „	„		– – 1
Switzerland	In casks	per Swiss Quintal	0 *Fr.* 75 *cts.*	„		– – $\frac{1}{16}$
	In bottles	„	3 „ 50 „	„		– – $\frac{1}{2}$
	In addition to the above, Excise Duties, varying in amount, are levied in each Canton.					

ARTICLES OF FOOD:—VINEGAR.

						£. s. d.
The Zollverein	In glass or stone bottles	per Centner	4 *Thlr.* 00 *sgr.*	per Lb.		– – 1¼
Switzerland	In casks	per Swiss Quintal	0 *Fr.* 75 *cts.*	„		– – $\frac{1}{16}$
	In bottles	„	3 „ 50 „	„		– – $\frac{1}{2}$

ARTICLES OF FOOD:—PICKLES AND SAUCES.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
The Zollverein	Pickles and Sauces	per Cwt.	1 13 6	- -	36	1 July 1865.
France	Pickles:					
	Fruits, preserved cucumbers and gherkins	- „ -	- 8 3	- -	60	1 Aug. 1866.
	„ Olives	- „ -	- 17 7	- -	82	
	„ Capers	- „ -	1 9 3	- -	89	
	„ Others	- „ -	- 9 9	- -	87	
	Vegetables	- -	- -	(Not formerly given).		
Switzerland	Pickles, in vessels of less than 10 lbs.	per Cwt.	- 12 2	- -	46	1 July 1865.
	Sauces	- „ -	- 12 2	- -	46	

ARTICLES OF FOOD:—SPIRITS.

			£. s. d.			
The Zollverein	All kinds	per Lb.	- - 3½	- -	25	1 July 1865.
Switzerland	In bottles	- „ -	- - 1¼	- -	46	
	In addition to the above, Excise Duties, varying in amount, are levied in each Canton.					

ARTICLES OF FOOD:—BEER AND ALE.

			£. s. d.			
The Zollverein	In casks	per Lb.	- - -¾	- -	73	1 July 1865.
	In bottles	- „ -	- - 2½	- -	91	
Austria	In casks	- „ -	- - -⅙	87	- -	
	In bottles	- „ -	- - 1¾	- -	37	
Switzerland	In casks	- „ -	- - -⅛	- -	50	
	In bottles	- „ -	- - 1¼	- -	77	
	In addition to the above, Excise Duties, varying in amount, are levied in each Canton.					

ARTICLES OF FOOD:—VINEGAR.

			£. s. d.			
The Zollverein	In glass or stone bottles	per Lb.	- - 2½	- -	50	1 July 1865.
Switzerland	In casks	- „ -	- - -½	- -	79	
	In bottles	- „ -	- - 1¼	- -	77	

MISCELLANEOUS ARTICLES:—CARRIAGES.

TARIFF OF	ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
					£. s. d.
The Zollverein	Carts and waggons	-	Free	-	Free.
	Carriages	per Centner	1 *Thlr.* 00 *sgr.*	per Cwt.	– 3 1

MISCELLANEOUS ARTICLES:—CLOCKS AND WATCHES.

						£. s. d.
The Zollverein	Clocks, wooden	per Centner	4 *Thlr.* 00 *sgr.*	per Lb.		– – $1\frac{1}{2}$
	„ other kinds (except gold and silver)	„	15 „ 00 „	„		– – 5
	Tower clocks	„	2 „ 20 „	„		– – $-\frac{3}{4}$
France	Watches, with silver cases	Each	1 *Fr.* 00 *cts.*	Each		– – $9\frac{3}{5}$
	„ „ gold cases	„	5 „ 00 „	„		– 4 –
	Musical boxes	„	5 „ 00 „	„		– 4 –
	Clocks, wooden	„	1 „ 00 „	„		– – $9\frac{3}{5}$
	Clocks and watches (parts thereof)	per 100 Kilos.	50 „ 00 „	per Lb.		– – $2\frac{1}{8}$
Austria	Watches (except of gold or silver)	per Centner	100 *Fl.* 00 *kr.*	„		– 1 $9\frac{3}{4}$
	Table and wall clocks (except wooden)	„	50 „ 00 „	„		– – 11
	Wooden clocks	„	12 „ 00 „	„		– – $2\frac{1}{2}$
	Works of clocks and watches, of common metals	„	15 „ 00 „	„		– – $3\frac{1}{4}$

MISCELLANEOUS ARTICLES:—CORDS AND CABLES.

						£. s. d.
Belgium		-	Free	-		Free
Austria	Cordage and Twine:					
	Unbleached	per Centner	1 *Fl.* 00 *kr.*	per Cwt.		– 2 $-\frac{1}{2}$
	Bleached	„	1 „ 50 „	„		– 3 $-\frac{1}{2}$

MISCELLANEOUS ARTICLES:—HATS, BEAVER, SILK, &c.

						£. s. d.
The Zollverein	Silk	per Centner	30 *Thlr.* 00 *sgr.*	per Cwt.		4 11 5
	Felt	„	15 „ 00 „	„		2 5 9

MISCELLANEOUS ARTICLES:—HORSES.

						£. s. d.
Russia		-	Free	-		Free

MISCELLANEOUS ARTICLES:—CARRIAGES.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
The Zollverein	Carts and waggons	per Cwt.	– 1 6¼	Duty removed		
	Carriages	„	1 10 6		90	

MISCELLANEOUS ARTICLES:—CLOCKS AND WATCHES.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
The Zollverein	Clocks, wooden	per Lb.	– – 3¼		60	1 July 1865.
	„ other kinds (except gold and silver)	„	– 1 4¼		70	
	Tower clocks	„	– – 2¼		63	
France	Clocks and watches	„	5% *ad val.*	The importer has the option of paying either the old *ad val.* or the new specific rates.		
	„ „ (parts thereof)	„	– – 4¼		50	
Austria	Watches (except of gold or silver)	„	– 1 10¾		5	
	Table and wall clocks (except wooden)	„	– 1 10¾		52	
	Wooden clocks	„	– – 3½		24	
	Works of clocks and watches, of common metals	„	– – 3½		5	

MISCELLANEOUS ARTICLES:—CORDS AND CABLES.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
Belgium	Cords and cables, of 5 centimetres in diameter and above	per Cwt.	– 2 5¼	Duty removed		16 Aug. 1865.
	„ „ of less than 5 centimetres	„	– 6 1	„		
Austria	Cordage and Twine:					
	Unbleached	„	– 3 2½		36	1 July 1865.
	Bleached	„	– 10 8		71	

MISCELLANEOUS ARTICLES:—HATS, BEAVER, SILK, &c.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
The Zollverein	Silk	per Cwt.	8 7 7		45	1 July 1865.
	Felt, lined with leather	„	7 12 4		70	
	„ „ other materials	„	4 11 5		50	

MISCELLANEOUS ARTICLES:—HORSES.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
Russia		Each	– 3 5¾	Duty removed		21 June 1865.

MISCELLANEOUS ARTICLES:—HOUSEHOLD FURNITURE.

TARIFF OF	ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
					£. s. d.
Russia	Joiners' or turners' work, polished, varnished, plated or gilt, or with gilt or silvered ornaments, and turnery wares of bone, horn, or other hard substances (except such as come under the head of "Small Valuable Articles")	per Poud	1 *Rbl.* 65 *cop.*	per Cwt.	– 16 3
The Zollverein	Unstuffed cabinet-makers', carpenters' and turners' work	per Centner	1 *Thlr.* 00 *sgr.*	„	– 3 –½
	Stuffed furniture of all kinds	„	3 „ 10 „	„	– 10 2
Austria	Common furniture of unvarnished, unpolished, unpainted wood, not combined with other materials	per Centner	0 *Fl.* 25 *kr.*		– – 6
	Furniture, unstuffed, combined with straw, cane, unpolished iron, brass, or common leather, stained, varnished, lacquered, polished, or veneered	„	2 „ 50 „		– 5 1
	Fine and stuffed furniture of all kinds	„	12 „ 00 „		1 4 5
Switzerland	Household furniture, stuffed, &c.	per Swiss Quintal	8 *Fr.* 00 *cts.*	per Cwt.	– 6 6

MISCELLANEOUS ARTICLES:—LUCIFERS AND WAX MATCHES.

			Thlr. *sgr.*		£. s. d.
The Zollverein	Lucifers	per Centner	0 15	per Cwt.	– 1 6¼
Austria	Lucifers (wooden)	„	0 75	„	– 1 6¼

MISCELLANEOUS ARTICLES:—PETROLEUM.

				£. s. d.
The Zollverein			Free	Free
Switzerland		per Swiss Quintal	0 *Fr.* 50 *cts.*	per Cwt. – – 4¾

MISCELLANEOUS ARTICLES:—PIANOS.

				£. s. d.
The Zollverein		per Centner	4 *Thlr.* 00 *sgr.*	per Cwt. – 12 2
Austria		„	10 *Fl.* 00 *kr.*	„ 1 – 4
Switzerland		per Swiss Quintal	8 *Fr.* 00 *cts.*	„ – 6 6

MISCELLANEOUS ARTICLES:—PICTURES.

				£. s. d.
The Zollverein			Free	Free

MISCELLANEOUS ARTICLES:—HOUSEHOLD FURNITURE.

TARIFF OF	ARTICLES.	OLD DUTY. ENGLISH MEASURES and MONEY.		INCREASE PER CENT.	DECREASE PER CENT.	DATE of ALTERATION.
			£. s. d.			
Russia	Joiners' or turners' work, polished, varnished, plated or gilt, or with gilt or silvered ornaments, and turnery wares of bone, horn, or other hard substances (except such as come under the head of "Small Valuable Articles")	per Cwt.	1 1 8	- -	25	21 June 1865.
The Zollverein	Unstuffed cabinet-makers', carpenters' and turners' work	,,	- 9 2	- -	66	1 July 1865.
	Stuffed furniture of all kinds	,,	1 10 6	- -	66	
Austria	Common furniture of unvarnished, unpolished, unpainted wood, not combined with other materials	,,	- - 10¼	- -	41	1 July 1865.
	Furniture, unstuffed, combined with straw, cane, unpolished iron, brass, or common leather, stained, varnished, polished, lacquered, or veneered	,,	- 10 8	- -	52	
	Fine and stuffed furniture of all kinds	,,	1 12 -	- -	24	
Switzerland	Household furniture, stuffed, &c.	,,	- 12 2	- -	46	1 July 1865.

MISCELLANEOUS ARTICLES:—LUCIFERS AND WAX MATCHES.

			£. s. d.			
The Zollverein	Lucifers	Not separately specified		- -	- -	1 July 1865.
Austria	Lucifers (wooden)	per Cwt.	- 10 8	- -	86	1 Aug. 1865.

MISCELLANEOUS ARTICLES:—PETROLEUM.

		£. s. d.			
The Zollverein	Not separately specified		- -	- -	July 1865.
Switzerland	per Cwt.	- - 2¾	66	- -	

MISCELLANEOUS ARTICLES:—PIANOS.

		£. s. d.			
The Zollverein	per Cwt.	- 18 3	- -	33	1 July 1865.
Austria	- -	1 1 4	- -	5	
Switzerland	per Cwt.	- 12 2	- -	46	

MISCELLANEOUS ARTICLES:—PICTURES.

		£. s. d.			
The Zollverein	per Cwt.	- 1 6¼	- Duty removed -		1 July 1865.

MISCELLANEOUS ARTICLES:—SHIPS AND BOATS.

TARIFF OF	ARTICLES.	NEW DUTY. FOREIGN MEASURES and MONEY.		ENGLISH MEASURES and MONEY.	
Belgium			Free		Free

MISCELLANEOUS ARTICLES:—STARCH.

					£. s. d.
Belgium	per 100 Kilos.	1 *Fr.* 20 *cts.*	per Cwt.		– – 5¾
Spain — In Spanish vessels	per 100 Kilos.	4 *Ecu.* 400 *mill.*	„		– 4 5⅓
Spain — In Foreign vessels	„	5 „ 280 „	„		– 5 4
Austria	per Centner	0 *Fl.* 75 *kr.*	„		– 1 6¼

MISCELLANEOUS ARTICLES:—STRAW PLATTING FOR HATS.

					£. s. d.
The Zollverein	per Centner	4 *Thlr.* 00 *sgr.*	per Cwt.		– 12 2
Austria	„	10 *Fl.* 00 *kr.*	„		1 – 4

MISCELLANEOUS ARTICLES:—TOYS.

					£. s. d.
The Zollverein	per Centner	4 *Thlr.* 00 *sgr.*	per Cwt.		– 12 2
Austria	„	12 *Fl.* 00 *kr.*	„		1 4 5

MISCELLANEOUS ARTICLES:—UMBRELLAS AND PARASOLS.

					£. s. d.
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(*Mr. Milner Gibson.*)

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